

Twice a Month!



messing about in BOATS

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Our Next Issue...

Will feature Lenny Lipton's coverage of the 75th Anniversary Herreshoff "Fish" class celebration at Bristol, RI; and hopefully the next installment of Tom's "Flight of the Damn Foole", which didn't turn up here in time for this issue. We also will have an old time thriller about the first men to row the Atlantic back in 1896, courtesy of the "Two River Times" of Red Bank, New Jersey. The opposite extreme from this adventure would have to be William Newcomb's "Low Pressure Vagabonds". And Jim Lacey shows us more of those Dutch "botters" in "The Brown Fleet of Spakenburg". John Wilson's detailed disussion on "Finishing Out Whisp" and Richard D'Ambrosio's "Building a Barnegat Bay Rowboat" will cover the project scene, and Bob Cummings' "Canoe Tri" design will supplement Phil Bolger's latest, a 30' sloop, "Willow". Lots of selected short subjects to fill any remaining openings.

On the Cover...

In pursuit of a dream, John Bolduc heads up his measured mile test track (a local waterworks canal) for the first test of the ocean racing kayak he designed and built in his spare time. Details on the results in this issue.

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Commentary

BOB
HICKS

Just about everyone who is trying to make a go of it building traditional small boats for a living is feeling the pinch of the economic downturn and the future isn't a promising one for many. Amongst those who have commented on this is the owner of the most famous of the old boatshops, Lowell's Boat Shop, in Amesbury, Massachusetts. While there are no longer any Lowells connected with the shop, the facility, portions of which go back to 1793, is so historical that this past year the National Park Service recognized it as a "National Historic Site" ("Boats", July 1st). Present owner Jim Odell says this isn't enough.

Odell speaks his piece from the prestigious platform of the magazine "Historic Preservation" (July/August 1991), which is the publication of the National Trust for Historic Preservation. Jim, who is pushing 80 now, and who still runs the shop with his son George and a couple of hired hands, announces in the ten page feature article that he thinks the government should take over the place as a living example of local history. His congressman, Nicholas Mavroules, is pushing for some legislation to accomplish this, to perhaps include the shop as part of the Salem Maritime Historic Site about 25 miles away, run by the National Park Service. Jim says that he can no longer sustain the losses he has been experiencing trying to keep his living artifact of bygone boatbuilding going, and that the shop will not be celebrating its bicentennial in 1993 without some sort of help.

Jim bought the shop in 1976 when Ralph Lowell decided to give it up, being in not so great health and having no next generation coming along showing any interest in what was obviously a fading enterprise. By then the old days of 2,000 boats a year had dwindled to dozens and the utility market which fuelled those huge production numbers, fishing dories chiefly, had disappeared and pleasure craft were the mainstay. Contrasting the record total of 2,029 boats built in 1911, as recorded on a shop beam where annual production figures were kept, Lowells built just 11 boats in 1990. Several were pretty fancy boats, and none were cheap, the bottom price today quoted in the article is \$3,225 for a basic Banks type dory. But 11 weren't enough, says Jim.

Jim bought the shop as a retirement business mainly to preserve its historic presence, and promoted it as a business to make the hobby/preservation effort pay its own way. Now he says it can no

longer be done. Given the historic significance of the shop, he has a leg up on all the other small boat builders facing the same economic realities. Who else owns a historic landmark for a boatshop, historic enough to encourage the notion that maybe the government should take it on at taxpayer expense as another piece of our past worth preserving? Perhaps some do indeed, but we haven't heard from them yet.

The heart of Jim's argument, it seems to me, is the shop building and its ambiance. The techniques used there today are still based on the old traditions but epoxy resin sits in a corner, plywood goes into bottoms and garboards, and modern tools whack out piece parts. Just like most other small builders trying to use old ways with some modern equipment and supplies.

Only a few miles away, another branch of the Lowell family is still building traditional wooden boats the old way, but in a shop built around World War II time. The Pert Lowell Co. used to be Marcus Lowell & Son, and before that reaches back about six generations to the first builder who settled right across the Parker River from the present shop in Newbury, Massachusetts. Pert Lowell died this past spring at 85, but his daughter Joanne's husband, Ralph Johnson, is still building Townie sloops and similar lapstrake small wooden boats in the shop, along with traditional mast hoops. They hadn't thought about fighting the recession by looking for a government subsidy because they don't own a historic landmark. They just maintain an ongoing traditional boatbuilding operation.

The writer of the article in "Historic Preservation" expresses some pessimism about Jim Odell's chances of getting the government to take over his place. He mentions that the maritime preservation community agrees the property must be saved (but not strongly enough to come up with the money itself apparently), and Park Service assistance as the saviour seems attractive, but not awfully promising of realization given our economic climate today. The article concludes with a rhetorical question, "How long can one person be expected to support a national monument?" Not much longer says Jim Odell. But, much of our historic heritage in all areas is kept alive by private means, museums and non-profit organizations devoted to specific aspects of this heritage. Maybe Jim needs another of his own ilk, someone with some money to spend who wants to save an old boatshop. Anyone interested?



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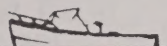
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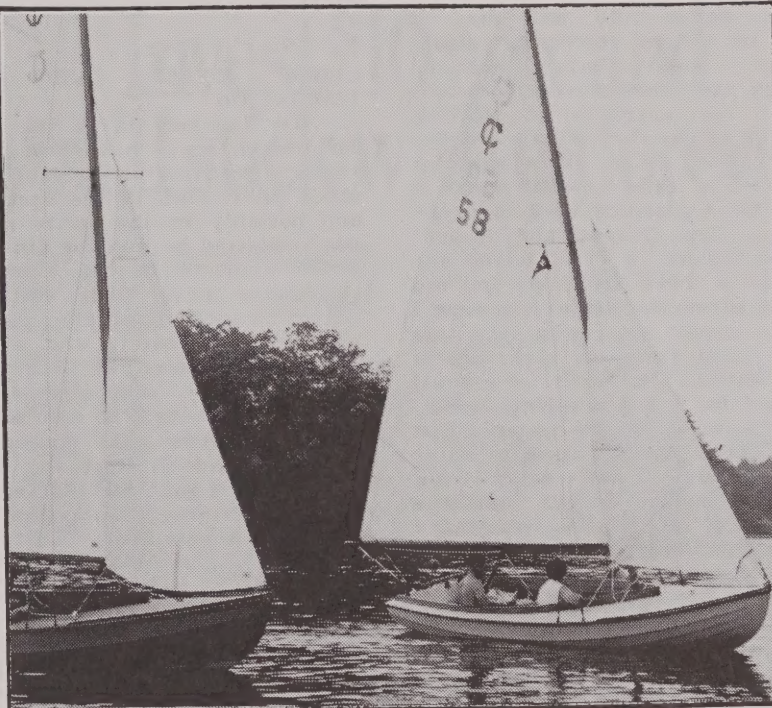
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BRIE & QUICHE SCHOOL OF MARINE ECOLOGY

The solid citizens who read this magazine aren't likely to subscribe to the brie & quiche school of marine ecology that would have us wear snowshoes on the mudflats so the clams can sleep undisturbed. But we can all be adversely affected by silly restrictions just as we can be by irresponsible actions that can damage further our coastal environment.

A recent issue of "Sea Kayaker" magazine had an article about how seals may be disturbed by the approach of sea kayakers. I would hate to have the eco-cops convinced that my kayak looks like a vicious killer whale to the cute little seals, who become so traumatized by my silent, slow and rather distant presence, that they could starve, catch cold and die. It makes me wonder how such delicate critters could have survived through the eons of terror brought on by the approach of floating logs.

I joined MITA three summers ago when I came to the coast of Maine for a glorious week of kayak sailing. Two friends and I went from Waldoboro to Thief Island and back on a three-day trip, and did several other day trips. However I did not renew my membership this year. I feel since the departure of Dave Getchell (to whom we are all indebted for his pioneering work), that the tenor of the organization has changed. Since I come to Maine infrequently, once every few years, I can no longer justify a membership fee of \$35, whereas I could contribute the original \$15 for the cause.

And now I learn that amongst other suggestions, it is proposed that we pack out our human wastes rather than dispose of them in the traditional way, below the high tide mark. Shall we put pampers on the seals? They all let go on the rocks above the high tide mark. This is ridiculous and a reflection of the dainty, effete and factually incorrect relationship some are trying to have us all establish with Nature.

Bill Robinson, Cleveland, NC.

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PUBLIC SCHOOL YACHT CLUB DEDICATION

On October 4th at the Center for Wooden Boats in Seattle, Washington, the first all-student public school yacht club in the northwest, and possibly in the entire nation, was dedicated by and for 5th to 8th grade students in the alternative school who have built their own boats, designed their club pennant, learned water safety and sailing, established their own administrative structure, and elected their own club officers. The commodore is La Vonne Beaver, 13, possibly the youngest and first black female commodore in yachting history.

Dick Wagner, Center for Wooden Boats, Seattle, WA.

NEW BOATBUILDING GROUP

I've been meeting with a group of people in Northampton, Massachusetts to discuss boatbuilding and messing about in boats. We are presently discussing what type of boat we will build first. The group was organized by Wayne Cooper, an interesting guy whose kitchen cabinets contain woodworking tools instead of utensils, which gives you some idea of his priorities. Anyone in the western part of Massachusetts interested in learning more about boatbuilding can contact Wayne at (413) 586-4720 to find out more about joining our little group.

Bill Howard, Southwick, MA

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LOOKING FOR TYNE PLANS

I am trying to locate plans for the Tyne folding Greenland kayak. I know this is a British kayak but I have tried without success so far to obtain the plans for the rigid version of this kayak. I don't know if the plans for the folding version were ever published. They would date back to pre-1945 but may not have been published, if at all, until the late '40's. I rather suspect not, but if any of your readers can come up with plans for either the rigid or folding versions it will interest me greatly. I am prepared to pay for copies, postage etc. of course.

For me this is rather a nostalgia thing for it was as a teenager that I learned to roll in the Tyne folding Greenland kayak and I have this urge to make one to see if I can still get in and paddle it.

Dennis Davis, 9 Great Burrow Rise, Northam, Bideford, Devon EX39 1TB, ENGLAND.

THE ONLY LIGHT LEFT

Your little rag is keeping me alive at the moment while we have been building a house while living in a shed on the site, with some of the best coast and islands at our doorstep. Soon we'll be in the house and I'll have the shed again for finishing off my Cartopper.

What a coup getting Phil Bolger as a regular contributor, keep up the design/building/doing articles, you seem to be the only light left.

I'll send some photos of my mate's 15' Chinese lug dinghy and our lineup of Bolgerisms soon. The junk rig is a pain in some ways, but what other rig would let you sit back and munch peanuts while going to windward (sort of) in 30 knots of wind in an unballasted dinghy?

Iam Hamilton, Mackay, Australia

LOVED MY GLEN L SKIFF

I had the opportunity to use the Glen L Power Skiff I built from their plans ("Boats" 4/1/91) for three months on Lake Okeechobee in Florida this past winter.... It worked great with a 28 lb electric on the bow and a 10hp Honda on the transom. It made a great bass boat!

Bob Hawk, Pittsburgh, PA.





On September 30th (last report as we went to press) Dick Wheeler had reached the southern tip of Nova Scotia on his retracing of the migratory route of the extinct great auk from Newfoundland to Cape Cod in his sea kayak. With a couple of days of bad weather predicted, he was planning to kick back ashore, dry out, catch up on calls and letters, and prepare himself for the upcoming crossing of the Bay of Fundy to Maine.

HAPPENINGS

Herewith a final short list of upcoming activities as the year draws to a close. I am organizing a rather comprehensive directory of people and organizations that sponsor all sorts of messing about in boats activities and this will be published in early winter as a guide for anyone looking forward to 1992 events.

October 19-20. "U.S.S. Constitution" 194th Birthday Celebration. "U.S.S. Constitution" Museum, Charlestown, MA, (617) 426-1812.

October 23. Downeast Boatbuilding Tour, Carteret County, NC. North Carolina Maritime Museum, (919) 728-7317.

October 26. 4th Annual Weir River Race, Hull, MA. Hull Life-saving Museum, (617) 925-2796, (617) 925-3674.

October 26-27. Chesapeake Bay Appreciation Days Skipjack Racing, Sandy Point State Park, MD. John Zolen, (301) 266-6516.

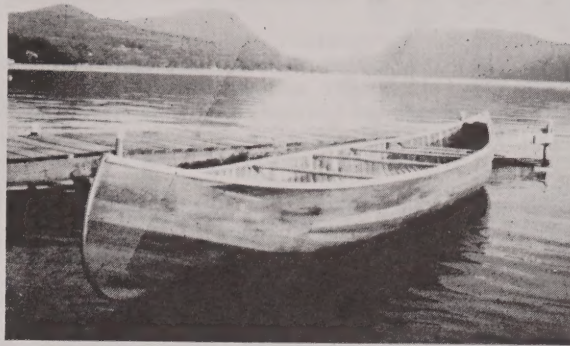
November 1-2. 11th Annual Southern New England Maritime History Symposium, Mystic, CT. Mystic Seaport Museum, (203) 572-0711.

November 2-24. Weekend Traditional Boatbuilding Courses. Philadelphia Maritime Museum, Philadelphia, PA. Carol Staszak, (215) 925-5439.

To November 10. Ship Models from the Age of Sail, Wenham MA. Wenham Museum, (508) 468-2377, M-F 11-4, Sat 1-4, Sun 2-5.

December 7 - March 29. Traditional Boatbuilding Courses, St. Michaels, MD. Chesapeake Bay Maritime Museum, (301) 745-2916.

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THE LAUNCHING OF THE PHILADELPHIA II

Completion of a three year project building an exact replica of the Revolutionary War gunboat "Philadelphia" by the Lake Champlain Maritime Museum, was triumphantly celebrated on August 18th when the 54' long ship slid into the waters of Lake Champlain before a crowd of over 4,000, after

ceremonies led off by keynote speaker Senator Patrick Leahy of Vermont and including Smithsonian Naval History Curator Dr. Harold Langley, as well as other area political dignitaries.

"Philadelphia" will be usually docked as a floating exhibit at the Museum in Basin Harbor, about 25

miles south of Burlington, and will be in daily use in season as an exhibit for school groups and the public. Evaluation of the ship as a watercraft that can be sailed and rowed is underway, though as yet incomplete. She's been found to be able to make five knots downwind in a ten to fifteen knot breeze, and can manage a beam reach without excessive leeway despite having no keel or centerboard. The ship can be rowed relatively easily against a light wind, and a corps of oarspersons is being developed to go with her on travels about Lake Champlain.

"Philadelphia" is of a type known in her era as a "gundolo", square rigged with a single mast, topsail and main. She is 54'x7'6", displaces 29 tons fully equipped, and is built in the exact manner of the original of white oak planks on white oak frames, with white pine spars. The plans were provided by the Smithsonian, drawn up from the lines taken off the original, which was raised back in 1935 and displayed around the Lake for a number of years before going to the Smithsonian in 1961.

The launch program details the history of this unique craft and its place in our past maritime traditions:

OTHER MUSEUM NEWS

While the "Philadelphia" is the most exciting development at the Lake Champlain Maritime Museum, several other aspects of this growing small regional museum are worthy of note.

The 1932 Coast Guard rescue launch "Bruno" was extensively renovated this past summer to serve as the motorized tender for the "Philadelphia". The 26' "Bruno" received new deadwood and a major portion of the keel, and was sheathed with two layers of fir veneer and West System epoxy. New rails and decks, and a rejuvenated Buda diesel make "Bruno" an able tug when the "Philadelphia" needs one.

A growing number of historic indigenous small craft is now housed at the Museum and a program has begun to create some replicas of some of these boats to be available for public use on the Museum waterfront. The annual summer Small Boat Show invites boat builders to display their work to an interested public on the Museum grounds. Next summer the Museum plans to offer some hands-on workshops and short courses on boat building subjects.

For a brochure, write to the Lake Champlain Maritime Museum, Basin Harbor, VT 05491.

Art Cohn, Director



Lake Champlain Maritime Museum

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Historical Background

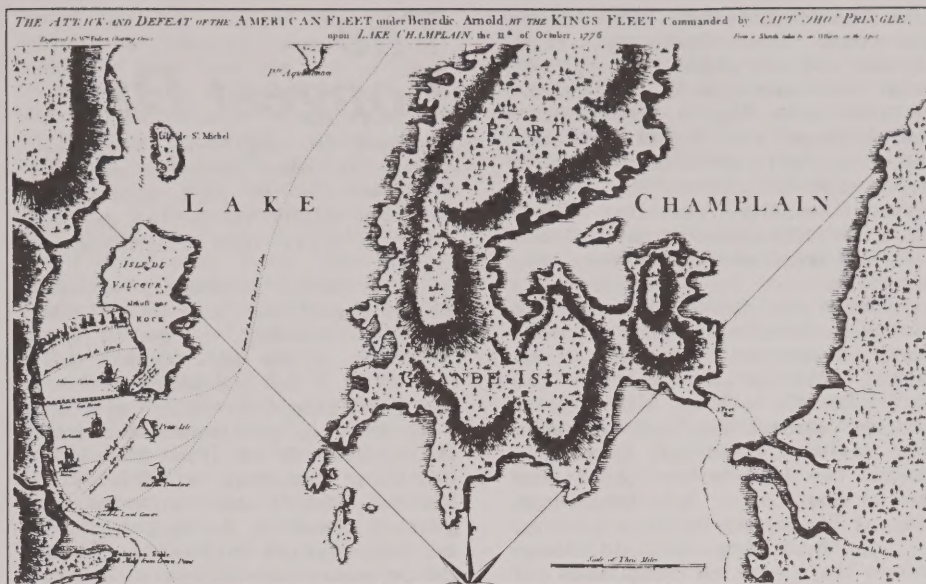
In the summer of 1776, the Champlain Valley was key to the success or failure of the American Revolution. With a British invasion force gathering in Canada, the charismatic and controversial Benedict Arnold faced the daunting task of building a Lake Champlain fleet to help protect the northern American frontier. Working at Skenesboro (now Whitehall) at the southern end of the lake, Arnold hurriedly built and organized a motley assortment of vessels into what historians have called "the first American Navy." The PHILADELPHIA and seven similar gunboats were part of Arnold's fleet.

When the British invasion began, Arnold anchored his fleet at Valcour Island near the New York shore. On October 11, 1776, he met the enemy in a hard-fought battle. The Americans fought well, but the superior firepower of the British squadron proved decisive. An hour after the initial battle ended, the badly-damaged PHILADELPHIA sank. Although Arnold and the majority of his men escaped in a daring nighttime flight, by the end of the three-day engagement on October 13 most of the American fleet had been destroyed. The British had gained control of Lake Champlain.

The British victory, however, was incomplete. Realizing it was too late in the season to lay siege to Fort Ticonderoga, the enemy chose instead to return to Canada. A second invasion in 1777 swept quickly through the Champlain Valley, but British commander John Burgoyne's army met stubborn American resistance at Hubbardton and Bennington. The British campaign ended in disaster at Saratoga, where Burgoyne surrendered his entire army to Horatio Gates on October 17, 1777.

Historians have long pointed to the naval contest for Lake Champlain in 1776 as the foundation for Burgoyne's defeat the following year. Had Arnold not forced the British to lose a campaign season gaining control of the lake, the American army would not have had time to build the strength necessary for the victory at Saratoga. The PHILADELPHIA and the other vessels in Arnold's fleet had served their purpose.

The gunboat PHILADELPHIA remained at the bottom of Lake Champlain until 1935, when Lorenzo Hagglund

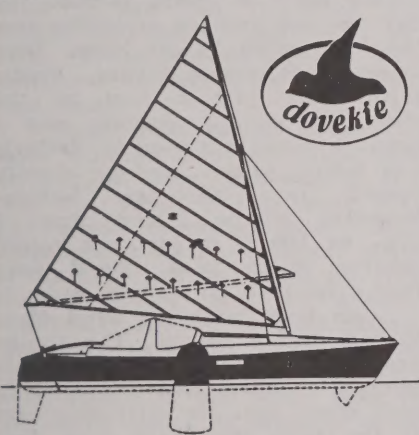


raised her to the surface, placed the hull on a barge and created a floating exhibit that toured the lake for the next 25 years. In 1961 the PHILADELPHIA went to the Smithsonian Institution, where she became a central exhibit at the National Museum of American History.

In 1989, the Lake Champlain Maritime Museum began an innovative program in historic interpretation to construct a full-sized, working reproduction of the PHILADELPHIA. The new reproduction has been built from plans provided by the Smithsonian and is an exact duplicate of the 54-foot, 29-ton original. During the three years of the project, we have built a boat construction facility, an exhibit building and an 18th century style forge which will be utilized on future museum projects. We have developed a specialized school curriculum and exhibits which interpret the rich history of the Revolutionary War in the Champlain Valley to students and adults alike. The project has demonstrated the effectiveness of building working replicas as an alternative to raising submerged originals.

The PHILADELPHIA is poised to begin a new career on the waters of Lake Champlain and beyond. After launching, the PHILADELPHIA will undergo technical evaluation as a watercraft and be transformed into a floating educational program. Each spring and fall hundreds of school children will walk its decks and re-live the historical events of the American Revolution. During the summer the PHILADELPHIA will be scheduled to sail from the Museum to destinations around the lake on an educational outreach mission. The enhanced role of the new PHILADELPHIA to stimulate an interest in history has just begun.

To continue this work the Museum must have the support of the community. We need to develop on-board exhibit materials and provide crew and maintenance for its on-water operations. We hope you share our belief that providing this historical perspective is important to our understanding of the future.



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The lights were everywhere and they were confusing. White lights, red and green flashers, and other reds and greens that bobbed up and down. Lights barely above the horizon and lights on some kind of tall structures. Bright lights and dim ones. Lights that stayed fixed and lights that moved. Some directly towards us. It's 1 a.m. Do you know where your harbor is?

We're not really sure. We are Michael Scheibeck and myself, Marty Cooperman. I should also include Michael's Sea Pearl, "The Magic Pearl", a.k.a. "The Oyster Cracker" among the "we". We're in the western basin of Lake Erie amidst the islands trying to find the passage back to the launch ramp at Sanduskey Bay.

Accomplishing this is something that tens of thousands of sailors have done with little forethought. During the day. But this is our first night sail on Lake Erie. And it was not anticipated. Michael was supposed to be bedded down and drifting quietly at anchor off Kelley's Island, while I was

The Longest Day

supposed to long since have been asleep at home anticipating a 7 a.m. wakeup to pick blueberries with my family before the day got too hot. We're both a little overdue.

It started innocently enough. We arranged the sail for 9 a.m. Saturday morning to get a good headstart on the day. Michael waking up at 5 for his drive with the Sea Pearl from Columbus, Ohio, and I up at 6 to get bagels and make the shorter drive from Cleveland. We were underway at 9:30 a.m. Michael doesn't sail with an engine. I like that. As he puts it, "a sailboat runs on craftiness and patience more than it does on wind." Besides, who needs an engine? Weather prediction was 10-20 knots from the west, waves 2-4 feet. Good sailing weather for a water ballasted Pearl with two aboard. Except for the 95 degree temperature. No matter. With the Lake at a comfort-

able 75 degrees we were going to enjoy cooler weather than most that day.

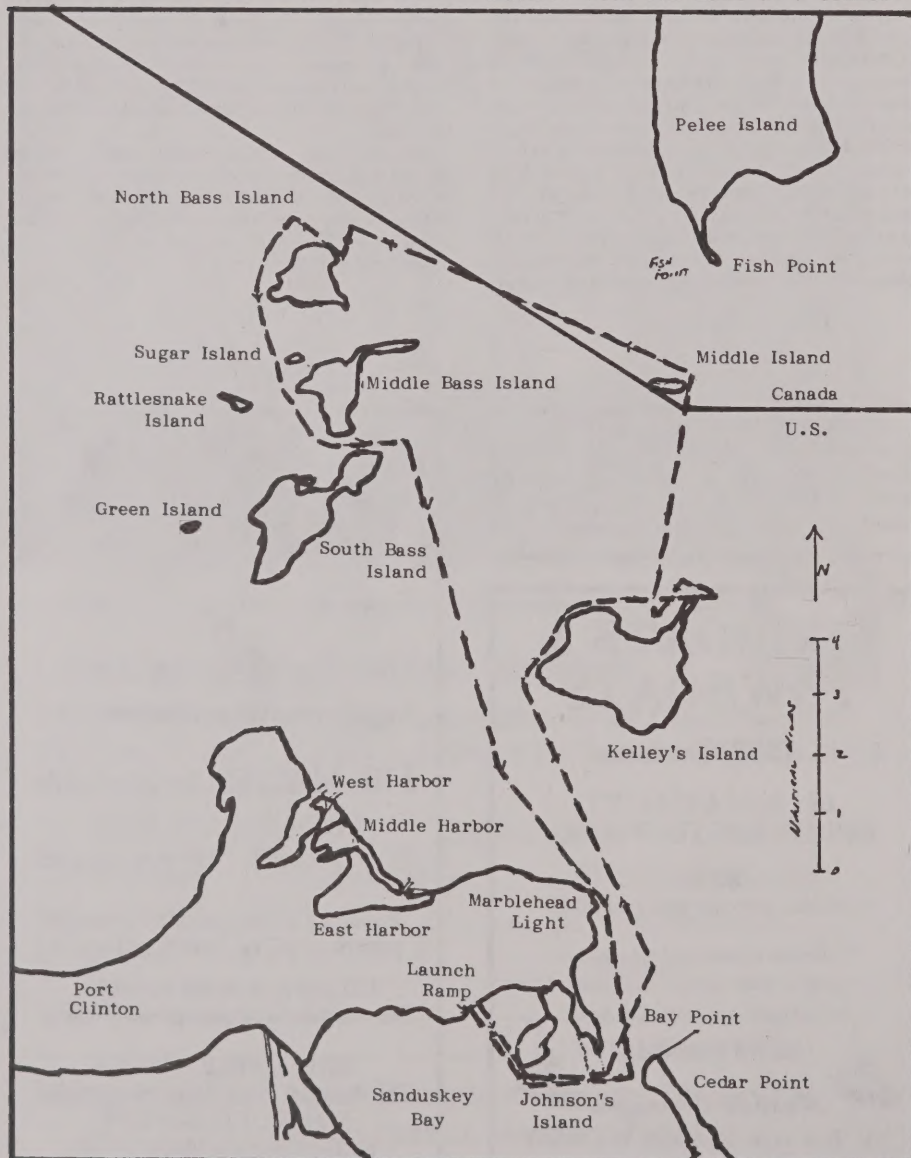
Our plans were to sail in the vicinity of Kelley's Island, maybe cross the border to the Canadian side of the Lake past Middle Island, and eventually anchor off the beach at the state park at Kelley's for a swim. I was to take the ferry back to the mainland around dinner time and walk an hour to the launch ramp and my car. With a dinner sandwich in hand, I'd be driving back home before dark while Michael was enjoying sunset from the Pearl. The best laid plans...

A brisk southwesterly drove us on a beam reach to clear Johnson's Island and then it was a broad reach, and finally a run wing and wing out the entrance of Sanduskey Bay, clearing the Cedar Point amusement park to the south and the sandbar to the north near Baypoint. To the landlubber's eye, Sanduskey Bay has a mile wide entrance marred only by some peculiar tall light structures. A chart, however, shows that sandbar to be only a small fraction of the sandbank that lurks just beneath the surface, leaving a rather narrow entrance to the Bay, even for a shallow draft boat like the Pearl. Those peculiar light structures are the range lights for the dredged channel to Sanduskey. They came in handy later.

The winds were a steady 10-15 SW past the Marblehead lighthouse but died off later near Kelley's Island. We were about to head in early to the beach when a small gust seemed to herald the expected westerly. Not wanting to miss out on a good breeze, we set our course north to Middle Island. The day was hot and the visibility less than two miles in the murk. Good thing there was a breeze. Middle Island was just a spot on the chart, a compass bearing and a hope. It came into view as Kelley's was fading astern, and we shortly passed into Canadian waters. Rounding Middle Island about 1 p.m. we left it to port and headed towards North Bass Island some four miles WNW, in a light wind.

An hour later the wind died. Michael had a theory. The southwesterly was "eaten up" by the afternoon onshore breeze cancelling each other out. He calls this part of the Lake the "Lake Erie Triangle". We'd get our breeze soon.

As 2 p.m. became 3 p.m., we began making unpleasant references to the weatherman. Our weather radio still jubilantly predicted 10-20 knots. Our own readings predicted heavy sweat. North Bass Island was nowhere in sight. It's funny how a lively conversation can turn into a dead silence without wind. We'd been chatting away for hours. Now there was only silence. Each was absorbed by his own yearnings for



relief, a cold beer or a brisk tradewind. Personally, I was dreaming about a snowshoeing trip. It didn't help. Sweat trickled down over my nose.

We did a lot to keep cool. Mostly we went over the side of the Pearl. The freeboard is low enough to make re-entering easy, Michael lowering the leeboard halfway to make a footrest. On one dive he spotted the rudder lanyard dangling loosely. It seems the shackle pin had broken. Michael's well-stocked toolbox provided all we needed for a quick repair.

I took up a new hobby of swatting flies which suddenly appeared in large numbers and bit our legs annoyingly. I remembered Jim Beresford at the Muskegon meet telling me his flyswatter was the most valuable piece of equipment on his boat except for the rudder. Michael's plastic sealed chart was a wonderful weapon. I dispensed with dozens of flies over the next four hours, each getting a decent burial at sea, but there always seemed to be more. Michael thinks they come out from the land to torment us and that since there is a nearly inexhaustable supply, my swatting would do no good. My notion was that they are stowaways on his Pearl, thus limited in numbers and theoretically liable to extinction on board.. We'd appreciate the truth from any entymologically inclined Pearler who sails the Great Lakes. I also think Michael's got a piece of rotten meat in the bilges which attracts them.

In any case, I passed an enjoyable four hours in 95 degree heat and no shade without going stark raving mad. First I smashed those flies that came to bite me. Later I took the initiative and sought them out in their lairs, usually in the forward cockpit. This confirmed my belief in the rotten meat theory.

There still was no wind. The sails were so limp that flies were walking on them, the seas so flat that the water skiers were out. The bagels were all gone. Still Michael kept up his excellent skills at the helm and we could see tiny ripples flowing past the rudder. Thankfully Michael brought gallons of water, he knows what life can be like without an engine. We were still unable to see North Bass in the heavy murk. We began to doubt our position.

After several false starts, we finally saw a serious set of ripples, and at about 5 p.m. we began to sail again. Michael's navigation was right on target and North Bass appeared dead ahead. The conversation picked up. So did the scenery. North Bass is interesting. It's not a recreational island, but consists mostly of vineyards and it looks funny from the east. A thin row of trees with nothing much behind it

until the far side of the island, which is heavily wooded. That makes it look like the row of trees is a reef with a lagoon in the middle of the island. The lagoon is really the vineyards which don't show up until you're in close.

7 p.m. The wind is light but steady. It is apparent that we are not going to land at Kelley's and make the 6 p.m. ferry. Our course should be southeast back to the launch ramp at Sanduskey Bay, but there are a half-dozen islands in our path. We must take a round-about route. Put In Bay's 350 foot tall monument to the Battle of Lake Erie has finally come into view. The murk hid even that until we were two miles away. As sunset approaches, Michael looks for his running lights, battery powered clamp-ons from K-Mart, while we provide after-dinner scenery for the cottage owners out peacefully watching the last of the sunset. Michael is well provided with lights. Aside from the running lights, we've got a bright Coleman fluorescent and two good flashlights. He knows what life can be like without an engine. I estimate landfall at the ramp now as 10 p.m. It is the first of many overly optimistic predictions.

Dusk. Put In Bay's monument is lit up. Passing between Put In Bay and Middle Bass Island, we hear a loud rock and roll band from the old Lonz Winery thumping its beat across the water, breaking the tranquility. A beautiful half-moon is out and many stars. Green, red and white lights bob along from passing motorboats. One peculiar group of lights looks like a small city. It's barely visible bow wave indicates its course as crossing ours. We bear off and watch a tour boat, the "City of Sanduskey", pass by, music wafting over the waters, tourists on the decks.

As we round the eastern tip of South Bass, it is really dark. I have never been out here before in the dark. Neither has Michael. We both don our lifejackets. There are funny lights all over the place. We have to find two of them. We began to thread our way between Kelley's Island and the Marblehead peninsula. We must leave the flashing red buoy off to the SW point of Kelley's to port, then alter our course eastward to leave the flashing green Marblehead light to starboard. Although the two lights are several miles apart, at this distance they would look just like a harbor entrance. If we could see them. Both are invisible from our position, four miles off and low in the water, but we don't know that. Our eyes scan the horizon for a pair of flashing red and green lights. We strain into the darkness trying to separate shore lights from boat lights from the ones we want. Finally we are able to barely make

out our pair of lights, and, gratified, turn slightly to the west, pointing as high as we can to reach them. They are not far from our original course and we congratulate ourselves on our fine seamanship. Unfortunately, we are headed in the wrong direction.

It is late. Very late. I predict midnight for our landfall. Michael graciously offers to take the helm and I accept. I am getting sleepy. The stern K-Mart light has gone out. We worriedly look around us for motorboats. One fellow blasts by, his front lights out, visible only by the glare of his rear ones on the water, and audible from far off by his roaring engine and loud laughter. I remember my bicycle leg light that I planned to use walking back to the launch ramp in case it was after dark. I tape off the red part and Michael mounts the white light on the stern. It's quite bright. A success. I lay down a bit for a catnap but instead find myself looking up at the masts as they swing in arcs across the stars. Finally I decide to study the chart and see where we've been. I have a mental map of the Lake Erie islands but it is still not all that accurate.

Something is peculiar. Put In Bay's 350 foot monument is not lining up on the proper compass course with the red and green pair of lights we are heading towards. I study the shore lights on Kelley's Island. There seems to be a suspiciously large gap between some of the lights, now abeam of us, and the ones ahead we thought were connected to them by land. Ahead of us the isolated mainland lights are clearer. There are more of them; they form an unbroken stretch right across our path. We are NOT headed between Marblehead and Kelley's. Just then Michael spots the red flasher abeam of us near Kelley's Island. It wasn't visible before. Were we too sleepy or is it invisible from the north? Some cross bearings taken off the chart show us headed for the middle of the mainland, and the red/green pair we are pointing towards mark the entrance to East Harbor several miles to the southeast.

It doesn't take us long to find Marblehead's real green light, and we are headed in the right direction at last. Thankfully, the wind, though moderate, is steady. The faithless wind this afternoon is saving our rear ends tonight. We are in no shape to row the many miles still ahead.

Passing Marblehead light we notice the moon has gone down, and I come to the conclusion that it will be 2 a.m. before we get back. Maybe later. I have a 1-1/2 hour drive home after that. Seven in the morning now sounds like a very unreasonable hour to awake, blueberries or no. Michael is apologetic

about the time.

Who cares about blueberries? The night is fascinating. For years while raising young children I dreamed about seeing the entrance to Sanduskey Bay, about night sailing, about practicing navigation. Now I'm getting it all in one trip. It is spectacular. The floodlights at Put In Bay monument have long since gone out. Cedar Point looms ahead, its roller coaster brightly lit. We can see the lights inside Sanduskey Bay. We need only find the range lights to avoid the huge Bay Point shoal and we are home free. Or so we think. There's a big green flashing light at the launch ramp and it'll be visible a long way off as soon as we round Johnson's Island in the Bay. A piece of cake.

"Bumpphh". A muffled sound as a leeboard hits the sand bottom. Despite following the range lights we cannot point high enough and have to run over the Bay Point sandbar. No problem for a Pearl. We tack briefly, then tack back again. We can barely make out Johnson's Island ahead. We see it only because Rt. 2's lights beyond the island become visible one by one as we begin to pass by it. Any moment now we should see the launch ramp's big green flasher.

A faint jumble of lights is ahead of us. We have cleared Johnson's Island but see nothing that resembles the launch ramp light. There's a big stone breakwater in front of the ramp. It would be awful to hit it in the dark. Slowly, luffing to spill the wind, we approach the shore, desperately searching for the breakwater. In the faint glow of the shore lights a rough edge reveals itself. The breakwater, dead ahead. But where is the green entrance light at its end? With Michael's powerful flash-

light we scan the dark shape ahead. Suddenly Michael spots the small tower where the green light is located, completely unlit. By now we know our way in and at 2:30 a.m. we tie up, Michael for as much of a night's sleep as he can get in the Pearl before the fishermen show up at dawn, and I for my car and a caffeinated soft drink to keep me awake on the long drive home. We have sailed about 45 nautical miles in a sometimes gruelling, sometimes fascinating, seventeen hours.

Mary Ann awakens as I crawl into bed at 4:30. "What happened?" she asks groggily.

"I'll tell you tomorrow," I reply.

"It is tomorrow," she insists.

"Okay, just let me sleep it off."

And she does. Blueberries are just a well picked at noon as at 7 a.m.

Marty Cooperman.



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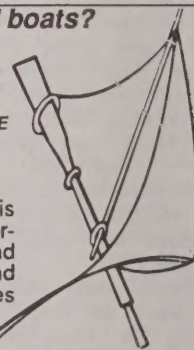
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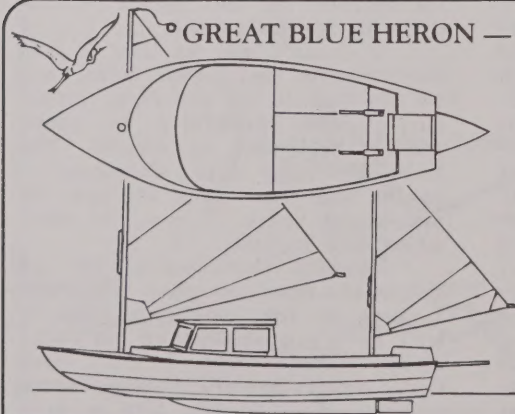
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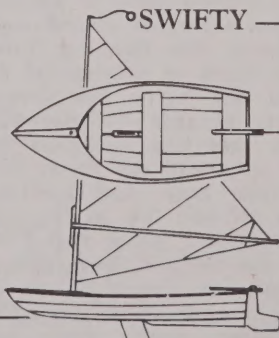
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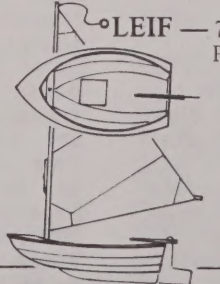
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Experimenting with a Herreshoff Design

A couple of years ago I found a copy of L. Francis Herreshoff's book, "Sensible Cruising Designs" in a local library (it has recently been reprinted in paperback by International Marine). One of the designs is called a "Dory Constructed Decked Canoe". This is a lapstrake constructed kayak 16' long with a maximum beam of 28". It is flat bottomed, has three planks to a side and is heavily built.

I got more interested in the design last year when I saw one of these kayaks in the Mystic Seaport storage area during the small craft workshop. Later at Strawberry Banke, Lowell's Boat Shop showed a rowing version fitted with a sliding seat. I decided to use the original to develop a plywood taped seam version. I tried to purchase a set of plans for the original but found that they were not then available (recently I have learned that original plans are now available but the cost is relatively high at over \$100).

Back to the library, I checked out the book and then made photocopies of the small plans on a machine that does enlargements. Repeating the process three or four times produced plans that were large enough to scale from the few measurements that were given. The first major alteration I made was to combine the sheer and second planks, thus making the boat out of two planks per side rather than three. This did not change the waterline shape of the boat but it did simplify construction and saved weight. There was a small loss of volume. Next I lofted the boat full size and corrected the measurements. Both the lofting and the change in the number of planks were made easier by ideas and methods from Skip Snaith's book, "Canoes & Kayaks for the Backyard Builder".

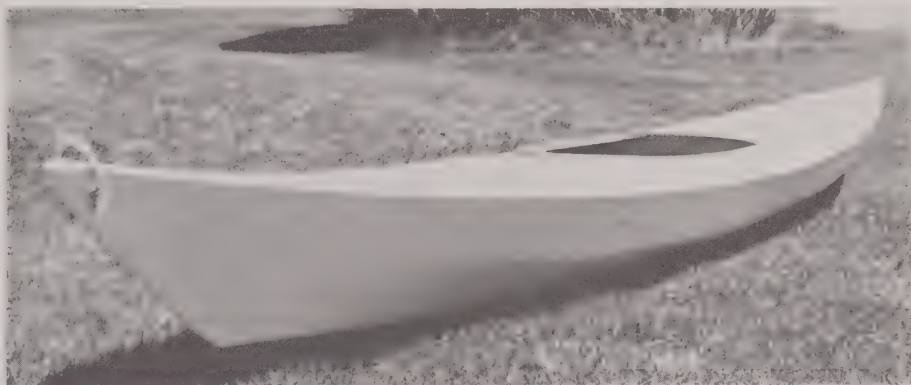
The construction is simple stitch-and-tape. The boat was built over five unbeveled plywood station molds. The basic materials were 3mm (1/8") lauan plywood, epoxy resin, 3" fiberglass tape, 6 ounce fiberglass fabric to cover the bottom, and miscellaneous scraps of pine and plywood. The cockpit and coaming construction are from Dennis Davis' "DK" kayak design. There is a deck beam of 1/2" plywood at each end of the opening and the coaming is made from two layers of 1/4" plywood topped by a wider layer of 1/8" lauan. I decided on a large cockpit opening for comfort and it is sized to accept a spray skirt I already owned. There are no bulkheads so flotation is provided by air bags. I gave the exterior a coat of resin and as an experiment, painted it with latex

exterior paint. Latex paint dries over epoxy resin much better than oil-based paint and is less toxic. So far it has performed about as well as oil-based paint, but the true test might be in a year or so.

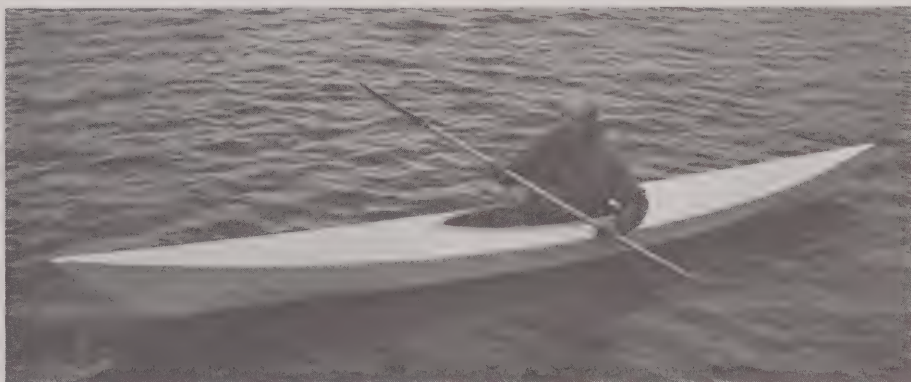
According to Herreshoff, the boat weighed 75 pounds, and I've been told by some who know the original that they weighed significantly more than that. My boat weighs about 40 pounds, making it easier to handle out of the water, and more responsive on the water. The boat has considerable rocker

but tracks better than I had expected. Because it has a waterline length of just over 14' it is not fast by sea kayak standards, but it is easy and smooth to paddle. The broad beam and large cockpit make it comfortable and give plenty of useable storage space. All in all, I believe it will be a fine multi-purpose boat. It has been interesting to experiment with the design of such a well-known and respected designer, even if it felt a bit heretical to do so.

Griff Venator



Above, the finished boat. Below, test paddle by Bart Hauthaway at the spring messabout in Webster, Massachusetts.



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Paddling with Chuck

Chuck Wright

A BRUSH WITH "BOB"

Five of us were camped on Fort Island on the Damariscotta River in Maine waiting for the wind to go down before moving on, when we heard of the impending hurricane. We had kayaked from the Appalachian Mountain Club camp at Knubble Bay on the Sasanoa River on Friday. We had planned to paddle back to Knubble Bay on Sunday, but winds of 15 to 25 knots and a forecast of "decreasing winds" on Monday made a layover seem sensible. Yes, on Sunday morning, the NOAA weather forecast was predicting winds 15 to 20 knots on Monday and decreasing. They said hurricane "Bob" was south of the Carolinas and moving at 10 knots.

It was late Sunday afternoon before we heard the revised forecast which placed the hurricane in our area for late on Monday. What to do? Opinions ranged from cobble together a shelter and hunker down through the storm to we'll have plenty of time to paddle to Knubble Bay tomorrow before the storm hits. As the nominal leader I had to make a decision, and the decision had to take into account the time it would take to make a move.

Two schools of camping thought were represented on this trip. One is to travel light. I admit that I take advantage of a dining fly in the rain, a campfire at night, etc. if they are there. But I

refuse to carry more than I need. I prefer to travel light. Travelling is more important to me than camping. I've pared my gear down to a bag with a two pound tent, mattress, small tarp and Svea stove; a bag with clothing and personal stuff; my sleeping bag, a food bag and a water bag. These load into my kayak, which lacks bulkheads, in less than a minute. Small lines tied near the seat allow me to pull them out of the ends of the boat. These lines double to suspend the tarp.

The other is to bring along all the creature comforts one can carry. One of the kayaks on this trip was a double into which its owners had packed about every convenience imaginable. It took them a minimum of an hour and a half to break camp and load, if not more. This narrowed our options. If we had elected to run for it on Sunday it would have been dark before we could have gotten ashore to look for a place to stay.

So, we stayed on the island Sunday night with a plan to make an early start in the morning. After a restless night of thunderstorms and rain, we were up by 6 a.m. and on the water by 8 a.m. By this time NOAA was predicting 30 to 60 knot winds in the afternoon. It was clear that we were going no further than East Boothbay, only about a mile away. As we paddled through a light rain, the wind increased steadily. We passed a very expensive motorsailer headed upriver, presumably for shelter.

Landing at the Goudy & Stevens Boatyard, I was very thankful to be on the mainland, the trip cut short, but safe. Now the challenge was to find a ride for two drivers to our cars. There was no taxi service available. The boatyard people were very busy hauling boats. We found the owner of the marine store, whose daughter had suffered through a 23 hour drive from Pennsylvania with car troubles, readying for her to turn around and head back because of the storm. In spite of their problems, they graciously drove out of

their way to take two of us to our cars.

The rest of us who stayed with our gear spent the couple of hours waiting watching the boatyard operations and talking with the friendly store owner. Conversation almost made me forget that I was thoroughly soaked and a bit cold. We heard that the last major storm had covered the dock where we stood with a foot of water. We heard with keen interest that the storm was to come ashore near our homes on Cape Cod.

When we got on the road at 11:30 a.m., U.S. Rt. 1 was stop and go with long waits at Wiscasset and the Bath bridge. The wind and rain were steadily increasing. We wondered if we could get all the way home, or should just hole up somewhere, and where? We figured we might as well drive as far as we could. We decided to use Rt. 1495 around Boston on the assumption that it was more likely to stay open. We felt a bit smug when we heard that the Tobin bridge in Boston had been closed. I was noticing that the car was hydroplaning occasionally on the sheets of water on the road. When I lost control of the car for a time even after slowing considerably, we decided it was time to stop.

We found a Papa Gino open in Haverhill, Massachusetts, just off 1495 and took refuge there at 2:30 p.m., two drowned rats. We stayed there trying to dry out (never did), phoning home for information (the eye of the storm was over home in Falmouth on the Cape, the Cape bridges were closed, New Bedford was hit hard), and watching the storm outside until we were the only "customers". When the restaurant lost power we headed out again about 6 p.m., hesitantly at first, then gradually with more confidence. We came to enjoy a spectacular sunset in the storm's aftermath as we neared the Cape, and arrived in Falmouth about 8 p.m., almost 9 hours after leaving Boothbay. We found a route to the house through the downed trees on our second try.

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LEADING TRIPS

The satisfaction of leading a successful trip is not altogether different from that one might feel at successfully running a difficult whitewater river.

Like it or not, as a leader you have considerable responsibility for the safety of those on your trip. A mistake or a lapse of judgement could put someone at risk. This is particularly true in an activity such as sea kayaking. Sea kayaking can be very safe, but it has the potential to be dangerous. The kayaker is very vulnerable in open waters. Anyone who has led trips will have memories of times when things did not go as planned and they were very thankful to get home without incident. I have several such memories.

How best to deal with this responsibility? You could be over-cautious. But, part of the reason we do these trips is to challenge ourselves, is it not? I try to take a middle ground; neither too conservative, yet not reckless. But this is not always easy. For example, on the Casco Bay trip reported on in the last issue, we had run down Harpswell Sound before a strong breeze for a couple of hours. Everybody had been handling it well. Then we rounded the point to cross the relatively small bay of Potts Harbor. Now the wind was on our starboard bow. Soon it became clear that Nancy was having trouble managing her lightly loaded Chinook. She was being blown

south toward open water. Next stop, the Canarie Islands! Fortunately another paddler joined her to encourage her and she finally battled her way to shore.

But I felt helpless because as leader I was expected to be out front leading the way. This is a common problem for the leader. The group wants you to show them the way, pick a route, etc. But there may be someone who needs your help and they are surely not going to be up with you. What can you do? Two choices:

You can designate someone else to lead. But delegating the lead means assigning someone to the responsibility of leading the group to safety. Can you do this? Should you?

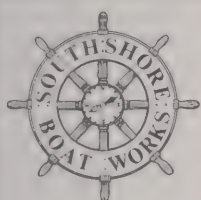
Or, you can designate someone to stay with any person who might get into trouble. But can you anticipate who will have trouble? Chinooks can be troublesome in cross winds but Nancy had seemed to be dealing with this well up to then. The second problem with this is that you have to put your trust in someone else to do the right thing to help the person in trouble. And you have no way to communicate. In this case, Nancy was getting very tired. I found that by heading my boat directly into the wind I could paddle just enough to hold position and rest a bit before heading off on the course again. But I had no way to suggest this to Nancy.

What I should have done was

to turn the point and lead the group to windward under the protection of the shore before heading across. We did this later in the day when we had to cross Broad Sound, and nobody had trouble. But Nancy also had added the weight of several containers of water to her boat to make it more manageable.

How then do you lead a successful trip? I try to plan ahead as thoroughly as possible, try to anticipate likely and unlikely eventualities, consider a number of alternatives, remain flexible while on the trip, continuously evaluate the abilities of all (especially the relative beginners), try to leave a margin of safety, and try to get everyone to share in the decision making. A tall order. But that's what makes leading trips interesting. The trick is to make it look effortless and have fun while doing it. It is possible. I truly enjoy leading trips and there is immense satisfaction in leading a trip that goes well, one that everybody enjoys.

Seldom, however, do I lead a trip in which something couldn't have been done better. Often the little things that go wrong are what make a trip especially interesting, however. The Hokie Pogie Paddle would not have been the same without the encounter with the dead fish. You take the little mistakes in stride and make the best of them. And hopefully learn something and have fun along the way.



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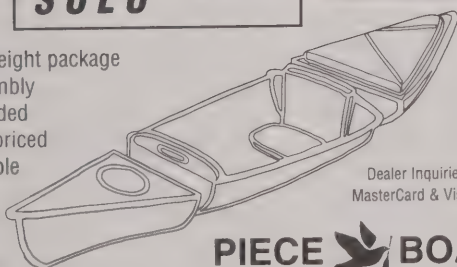
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In its headlong rush, the wave of urbanization that has engulfed Long Island has left little patches of land and water where a careful observer can, by just squinting a little bit and blurring out some minor details, transport himself a half-century or more back in time to another era.

One such area is Jamaica Bay, where the reeds and the egrets share the horizon with the Twin Towers, where as you leave the land behind, the hum of the tires on the Belt Parkway is soon drowned out by the whistling of the seabreeze in the rigging. Robert Moses, that dictatorial master builder, must have appreciated the ease with which one can trade the crush of the multitudes for the loneliness of the waves and marshes. He's the one who saved what is left of the Bay, when others wanted to fill and channel and make another cargo terminal out of it. And you know what is really frightening about that thought? Most of us today would not even know what we would have lost.

Another hidden treasure from bygone days is the Sumner Boat Yard in Amityville. It is a grand cavernous building with thirty foot high doors heavy enough to warrant their very own rails to ride on, inhabited by the dusty hulking fossils of machinery almost old enough to have seen action in World War II. Here and there signs of recent human activity can still be seen, and the persevering visitor will eventually discover, or be discovered by, Bob Peters, the shop foreman, or by one of his craftsmen. Through their kindness and that of the owner, Jon Sumner, I had the opportunity to work there on my boat, an Islands 19, that they had built a couple of years before.

I must first admit the unsurprising truth that I am very fond of this boat, a daysailer with a huge cockpit and a cuddy cabin that can sleep two adults and a small child, that will skim through six inches of water on a run, and sail "outside" from Rockaway to Fire Island without my batting an eyelash. Like any ambitious parent, I am constantly tending to the boat's education, and have spent the past couple of years teaching her to sail in rough weather with the addition of a storm jib and two sets of reef points. Now she is learning to drop her mast on the run (like the old Thames barges) to duck under bridges too haughty to open for unmechanized sailboats and, once through, to step it again, without dropping the sails or even losing much headway (of course, the tide had better be fair).

It was last fall, while on a pilgrimage to the Great South Bay that we first tried this nifty little



New York Boat Story

trick; as the mast levered its tabernacle out of the cabin roof, and Gerry Haase, my ever so trusting crew, struggled to keep spars and sails (as well as his faith) aboard, it soon became very apparent that some modifications, such as the addition of a mast crutch and through-bolts for the tabernacle, were in order.

During the winter, Jon Sumner generously offered me the use of the workshop, an offer I accepted with unseemly haste. It was not until April that I had the time to step out of the daily maelstrom of running a construction business and get down to more serious stuff, like working on a boat.

So there I was one rainy balmy April day, tool bag in hand, stepping through the gates of the workshop like a boy on his first day of school. The building gazed back mutely, the silence broken only by the chirping of the many birds that had decided to nest amongst the rafters. Only one man was there, Azim the boatbuilder, all the others having gone out to other locations for the day. He nodded and told me I was expected, pointed me to where my boat was kept, by then another dusty hulk among many, and left me to my own devices.

I climbed up to the woodshop on the second floor, hesitation in my heart. I entered a long, wide room, studded here and there with large machines of uncertain purpose, which raised their heads over a sea of teak, oak and plywood, archives of years gone by. Segments of spars, laminated frames laid up

and then abandoned, rich piles of scraps waiting to be mined for just the right size piece for this or that, jigs and patterns for boats that were, are, or will someday be, built, all caught in suspended animation, half hidden in the dusk of grimy skylights.

Gathering courage, urged on by every board and clamp and dowel, I picked out a piece of teak left over from some obviously much larger project, and with it in hand, approached one of the sleeping behemoths, the one that most resembled a planer. After a good bit of looking, I found a likely looking switch, and hoping against hope, I pressed it. Instantly the motor sprang to life and from beneath the dust and dents came the even smooth hum of a well-oiled, perfectly balanced machine. A few passes of the wood through it left me with no doubt as to its competence.

Not far away was a router table, with just the bit I needed already chucked and set. The router, a prehistoric model without a scrap of plastic on it, whined up to speed and made short work of what I had to do. Faster and faster I went, from one machine to another; the sander, the radial arm saw the size of a truck tire, back to the router, all seemed to come to life and join the dance, leading me on, passing me from one to another without a break, until in little more time than it takes to tell it, the mast crutch was done.

"See," they all seemed to say, "see how easy it is."

Andrei Foldes



The Great 'Round Gerrish Island Race

What a nice day it was September 8th for the Great Round Gerrish Island Race at Kittery Point, Maine. It was so nice, bright blue skies, light southeast wind, that we paddled our Folbot "press boat" around the seven mile course that begins in a tidal marsh where Chauncy Creek separates Gerrish Island from mainland Maine, arrives in small, protected Brave Boat Harbor, and then emerges onto the ocean and turns southwest to run down about four miles of rugged Maine coastline with a number of tidal rocks and ledges scattered along the way creating some good sized breakers from the three foot ground swell that was running. A final turn back into Pepperell Cove led to a finish on Fishing Island where beer and steamers were ready, along with the usual Gerrish array of awards. For an entry fee of only \$1.50 per oar (or \$3 per person crew) the awards, mostly hand crafted, are numerous and interesting.

The sea kayak entry continues to increase, and this year numbered 22 of the 57 boats entered. Organizer Lance Gunderson commented that he's happy to see this growth, but saddened to see the decline in traditional rowing craft, the very craft that this race was originally conceived for 17 years ago by Mike Gowell, now curator for the Piscataqua River Gundalow. Lance feels that maybe the TSCA and some maritime museums should make more of an effort to promote the use of these wonderful boats. Only one windsurfer entered this year, other classes of boats included two traditional sailboats, twelve sliding seat pulling boats, seven traditional pulling boats and eight canoes.

New course records were set this year with the benign conditions. Bill Reagan set the new ab-

solute course record in his marathon kayak of 52:04, shadowing John Bolduc's kayak until the last dash when he pulled out and edged John by 22 seconds. The Alden double of Kate O'Brien and Peter Frykman set a new record for sliding seat doubles of 55:09, and Priscilla White set a new record for sliding seat singles, as well as for women, in an Alden single of 57:26, 34 seconds faster than Jay Gould's long standing class record.

Topping the traditional pulling boats was Art Poole in his modified Seabright Skiff, in 1:05:29. While the skiff is traditional lapstrake wood construction, the sliding seat unit installed within was viewed with some dismay by other "traditional" oar-on-gunwale competitors. Cliff Purnard and Mel Ross won the traditional doubles in Cliff's Piscataqua River wherry in 1:07:30, and Cliff got to keep the award for this class that he offers each year. Tom Page paddled his own design flat-water racing canoe to win the canoe class in 1:11:43, and said he'd found it a bit lumpy "outside" for such a craft.

The sailors had little wind so no records were even approached, John Bakewell drifting home in his Lowell sailing dory to best Jim Bowman's sailing canoe.

These various class times illustrate the comparisons amongst various small boats over a given course that races like the Gerrish provide. While each class has its own awards, one can observe with some interest how a variety of small craft perform over a course offering variable conditions to be met. And then there are added awards that encourage small boaters to join in. Other race organizers might benefit from considering some of these:

There's a prize donated by "Wooden Boat" magazine for the last plank-on-frame boat to finish. Brian Rodonets and Jan Lamont won this for their 13' skiff "Moldy White Bread" which they saved from the dump and restored. The name? Well, five year old daughter, when apprised of the need to decide what to call the completed project, offered up that it looked like moldy white bread to her. And an older daughter had helped in the restoration, a nice little family project and certainly in the spirit of "Wooden Boat".

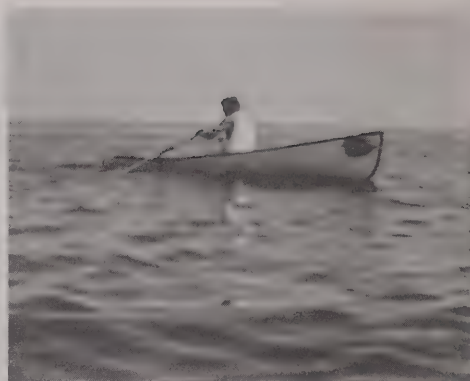
There's the Chris Colby Award for the "Most Colorful Entrant", Jimmy Van Kennon received this for his Wayler windsurfer. Another Chris Colby Award for "Last Boat" went to local graphics artist Tom Hibschan, who has done all 17 of the Gerrish Island Race posters, Tom sailed his Strawberry Banke dory in at around 4 hours. A third Chris Colby award, this one a neatly etched wooden mock pumpkin for "Longest Boat" was won by Duncan Mellor and Gail Cowen in their San Juan double kayak at 21' LOA. We gotta find out who Chris Colby is, I think.

After 17 years just about all the awards and refreshments are donated by interested people and friends, and that's why the Great Round Gerrish Island Race still costs only \$1.50 per oar to enter. And help from people like Weston Keyes, who provides his lovely Norwegian double ender diesel powered launch "P-Nellie-P" for the "Fishing Island Shuttle" make it happen. Lance also wanted to be sure to thank major sponsors Guinness, The Press Room, Finest Kind Fish and Upstart Publishing for their continued enthusiasm for this unique annual small boat event.

Report & Photos by Bob Hicks.



Opposite page top: Tom Page "at sea" in his flatwater racing canoe. Above: Start of the kayak class.



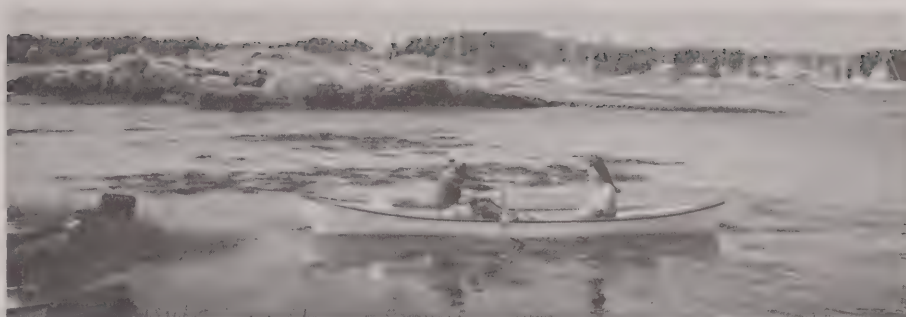
Priscilla White was fastest sliding seat single and fastest woman.



Above: The fleet ashore on Fishing Island, party time. Nice mix of small craft. Below: Closeup of the mermaid on Kerry Hardy's skiff, done in colored pencil.



Above from the top: Kerry Hardy in his "Mermaid" skiff. John Bolduc (2nd right) talks about his new racing kayak. Last in officially was Tom Hibschan in his Strawberry Banke dory.



The Gaeton Andretta's came all the way from Norwalk, Connecticut with their Appledore Pod.



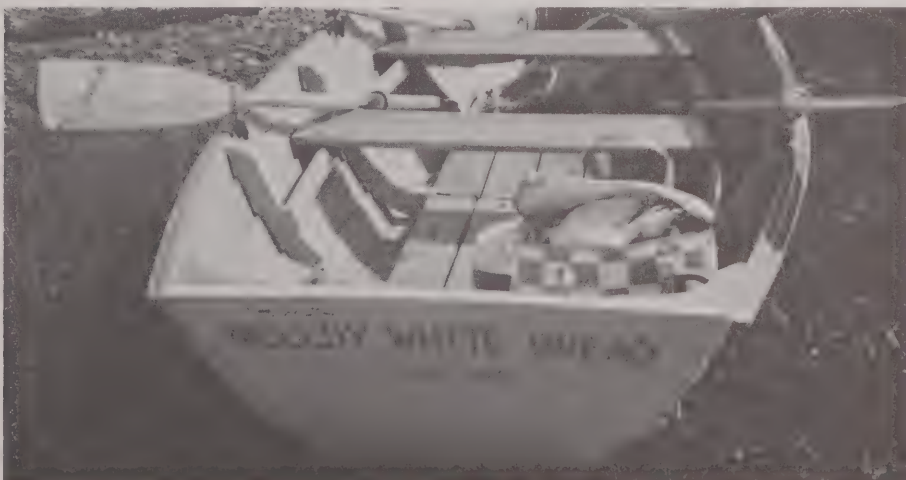
Mark Ward finds he can get into Vincent Corcoran's traditional eskimo kayak, built of laced together wooden stringers covered with kevlar/epoxy, an interesting mix of technologies.



Ed Younie regularly competes in his sliding seat rigged strip canoe.



Their five year old daughter named Brian and Jan Rodonets' 13' skiff restoration.



Above from the top: A double Klepper at speed. Arlin Bing finishes in his 8' dinghy. Ferrying some folks to shore. Frank Durham takes his wife for a row in his Chamberlain gunning dory.



Finishing the first mile and still moving fast.



Central cockpit section of deck is covered in light ply.



Dacron deck allows this look into the interior.

Only two seconds faster, John is somewhat disappointed with the first tryout.



Not Bad for a Starter

John Bolduc was a bit disappointed when he looked at his watch. He had just completed the maiden run of his new racing sea kayak over his measured mile course on the local waterworks canal, and found to his dismay that he had broken his previous best time by only two seconds. I was on hand to view the occasion as it was scarcely a mile from my house and I had been interested in John's progress designing and building his boat for the various long distance ocean rowing/paddling races he participates in. Since his previous best time had been set in an Olympic marathon kayak, I thought his boat did pretty good.

A few weeks later, after heavy rains had brought the water level up several feet in the canal, John went back and cut nearly a minute off his earlier time. An interesting point; the shallow (less than 3 feet) water on the first try had caused, according to Bart Hawthaway, wave reflections off the bottom which exerted drag on his boat. Now he felt better. And his efforts in several races since have confirmed his belief in his ideas. He won the recent Mighty Merrimack race outright by over five minutes ahead of all the sliding seat rowing shells, placed second to his major local competitor, Bill Reagan (who paddles a flatwater marathon kayak) at Gerrish Island, and won the kayak class at a race in Maine.

In his mid-30's, John is a very fit husky guy who loves to paddle. His earlier boat was an Angmagssalik kit from England which he bought for about \$150 clearance price and proceeded to build and wring out of it all possible speed. That boat is a hard chine, narrow, tender craft that resembles somewhat a splinter. When he saw one of Doug Bushnell's Wave Piercer ocean racing kayaks for sale for only \$500 in local classified ad, John grabbed it, financing the purchase by selling his McNulty Huntsman touring kayak to a friend. But, by now Bushnell had his Wave Ultra and

Wave Excel designs out and the Piercer, while still the fastest boat John had owned to date, was obsolete.

Budget constraints limited John's choices, so he chose to build himself a boat. His guide as to hull form was what he had observed of other boats like Bushnell's, but also he felt the hulls of the one-man rowing sculls used for world class rowing had something to offer. He worked out his ideas and set up a strongback in his basement and went to work on a strip-built creation 19' long by just 16" beam, wide enough for his hips and no more. The hull is nearly semicircular in cross section, flattening ever so slightly at the center where he sits; the deck is covered with heat shrink dacron with a laminated wooden section containing the cockpit rim. All up weight came out around 20 pounds. Light! Long! Skinny!

John has no plans for marketing his boat, it was conceived and created for his own personal satisfaction in pursuit of achievement in paddle sport. John is in the business of building ultra-light paddles for canoes and kayaks, featuring his own unique combination of fiberglass and wood, including balsa wood, that results in paddles weighing under two pounds. His ultra-light hollow shaft kayak paddle tips the scales at just 28 ounces. Interested readers can contact



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Bob Hicks

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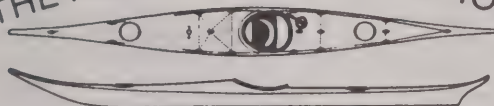
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Cohasset Roundabout

On September 7th a dozen boats gathered at the Cohasset, Massachusetts, breakwater for the 4th Annual Roundabout, a five mile, more or less, rowing race out to Minot's Light and back. The unusually light turnout was in part due to the weather conditions. The day was perfect and sunny. Roundabouts from former years are used to much more challenging stuff. Last year, for example, a thunder squall swept through as most boats

were out near the light and precipitated a drowning rain and 22 knot winds for about 20 minutes.

Jack Hubbard, the organizer, was apologetic about the lack of excitement, and in an act of contrition, lost the singles in Alden Ocean Shells to Hargy Heap, first to finish, and Dick Viall with the best corrected time. The circuit took between 55 and 80 minutes depending on oarsmen and equipment.

To encourage oarsmen other than those in Aldens, who always make a fine showing, a series of

The Hull Lifesaving Museum barge in action.

prizes was provided for junior and senior rowers in boats of three classes: Livery boats such as Whitehalls; workboats such as peapods and dories; and coxwained boats. Unfortunately the only boats other than the Aldens to appear were the "John Warren", a handsome lifeboat restored by young enthusiasts from Cohasset High School's alternative education program, and the Hull Lifesaving Museum's barge, built and rowed to the win today by juniors from the Museum's rowing program.

This year, instead of tee-shirts, each participant received an official Minot's Light Roundabout hat and a certificate of completion. Awards for the Aldens were provided by Mary Haggerty of Cohasset and prizes for the other boats were provided by Tom Kehoe of Kehoe's Chandlery in Hingham, MA. Next year, with plenty of hats and prizes left over, the sponsors hope to have rotten enough weather to ensure a larger turnout of boats.


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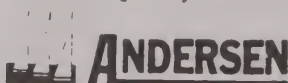


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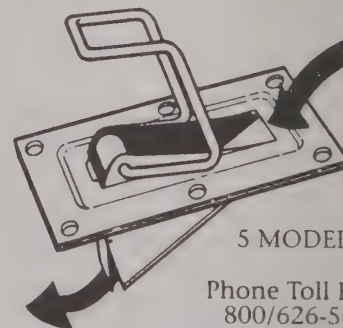
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Annisquam River Row

The same lovely weather that adversely affected the Minot's Light Roundabout on September 7th saw a smaller than normal turnout for the Cape Ann Rowing Club's recreational row/paddle/ on Gloucester, Massachusetts' Annisquam River and adjacent tidal marsh channels. The event was based at David Montgomery's boatyard, also home port for Phil Bolger's liveboard

sharpie, and Phil joined the group in his kayak.

The occasion is sheduled just to enjoy the beauties of the locale after much of the summer boat traffic has departed or is docked on weekends. The marsh channels at high tide are pleasant to follow with no other boat traffic, and even the return trip right on the main river channel, which is a

short cut from Massachusetts Bay into Ipswich Bay bypassing outer Cape Ann, had few other boats to contend with. Sort of like being out on the Interstate at 4 a.m. Picnic lunch and boat talk afterwards on the dock at Montgomery's completed a very pleasant few hours afloat right around home.

Bob Hicks

Top of the page: Traditional boats in Lobster Cove. Below: Paddling was an acceptable alternative to rowing; left is Phil Bolger in his own design kayak; right an aluminum canoe provides the opportunity to enjoy the outing for this couple.



Upper Midwest Messabout

Great enthusiasm and lots of planning for future building and meets were the dominant themes at the 1st Annual Upper Midwest Messabout held August 24th at St. Ignace, Michigan. About 50 builders and walk-throughs made it to the show. The six boats at the meet ranged from an 10' Atkin dinghy to a Redmond Elver, which presented a great sailing show on Moran Bay Sunday.

Wind Saturday was feisty so Jay Gierkey of Sojourn Productions, a film, video and communications company, who produces the "Michigan Boater Show" on the Education Channel, suggested we all get together Sunday morning to see if we could launch and sail for the camera.

Four of us launched: Elver with Dick Flowers, the Boisclair's sailing duckboat, Bruno Nowinski's beautiful Surf, and this reporter's

10 year old Teal rowboat. There was a dandy offshore breeze and a good time was had by all. Jay says the film will air in November.

At the conclusion of the sail, the crews spent several hours in general discussion, arguing over plans, and agreeing that next year's meet will require more room and parking. Hosts Linda and Dick Boisclair, as well as this reporter, are already scouting locations.

We didn't present awards this year, but if we had, Dick Flower's Elver was biggest boat; Bruno Nowinski's Surf was prettiest and had the best finish; and R.A. Nehring of Pentwater came the greatest distance. Bruno gets the raspberry for not having his attractive wife spend more time at the show. Wives are important. Bruno's son crewed for him so all was not lost.

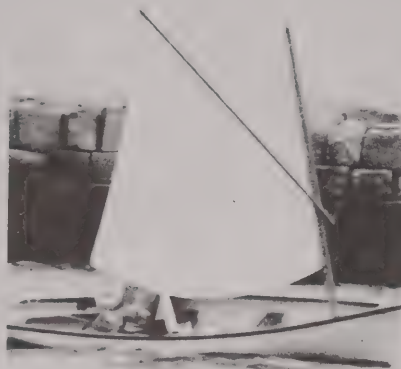
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Saving a Duxbury Duck

The Duxbury Duck is a wonderful old wooden boat. It is an 18' sloop designed in 1924 by John G. Alden of Boston. The boat was originally designed for sailing in the shallow waters of Duxbury Bay on the Massachusetts coast. The name "Duck" may have come from the shape of its hull, with the fore section long and narrow expanding in the mid to aft much like the torso of a duck. It bears noting that the lines of the boat are really far prettier than this description sounds.

Some of the woods used in the Duck's construction include a molded white oak keel, white oak frames, yellow pine bilge stringers and clamps, mahogany or oak rudder, yellow bark oak centerboard and cedar or pine decking and planking. The boat carries 150 pounds of ballast made up of two lead plates set each side of the centerboard trunk; the total weight of the boat is 750 pounds. Duxbury Duck sails were originally cut from #1 cotton sail cloth.

Powered by 342 square feet of sail area, its approximate maximum hull speed is 5.2 knots. The Duck is remarkably stable for a centerboarder with a wide 6'4" beam. Extra wide gunwales provide not only protection from swamping but also serve as passenger seating. One previous owner recalled seeing only one Duck go over and that was because "they were caught in a gust while the main sheet was cleated, but they didn't even get their feet wet!"

Twenty-four boats, built in Swampscott, Massachusetts, made up the original fleet. Eventually the fleet at the Duxbury Yacht Club grew to about eighty Ducks. The nearby Plymouth Yacht Club had a fleet of about twenty, and the 200 series, about fifteen boats, made up

the fleet of the Quannapowitt Yacht Club in Wakefield, Massachusetts. Photos at the Duxbury Yacht Club show a fleet of over sixty Ducks racing together.

In 1954 a hurricane smashed much of the Duxbury fleet into the seawall; this began the decline of the Duxbury Duck fleet. The last of the Ducks were built in the late '40's. Today there are no longer any Duxbury Duck fleets racing, and there are only a few of them still sailing. In Duxbury they were replaced by Highlanders, and by O'Day Daysailers at the Quannapowitt Yacht Club. The wooden Duxbury Duck was given up for fiberglass, modern rigging, and planing hulls.

In 1989 I bought Duxbury Duck #204, the last of the Quannapowitt fleet. DD204 was built in 1947 and had its wooden hull fiberglassed over in the late '50's. In the mid '70's it was retired from racing when the fleet grew too small. The boat became a family boat for a few years and was then retired under a tarp.

I had sailed on the boat before and I knew that it was sitting under the tarp. I also felt that it was a classic old wooden boat so I decided to buy it and attempt to restore it. The restoration was done over a period of one year. The effort was divided into those repairs I felt I could do myself, and repairs which required a professional boat builder. Lowell's Boat Shop in Amesbury, Massachusetts, was chosen to do the professional work. They have been building wooden boats for over 200 years and I felt that qualified them to work on my Duck. In fact, the shop became listed in the National Historic Register while the Duck was there.

My work consisted of sanding down the spars and polyurethaning

them. I replaced all the lines and sent the dacron sails out to a local sailmaker for washing and repairing. Reef points were added to the main to give the boat more sail configuration options as a family boat (I also have the original set of cotton sails which are still in good condition). The inside of the wooden hull was scraped and painted and the floorboards were repainted. I designed, and had a local canvas shop make, a tent cover for protection at its mooring. New halyard pins were turned by my father from one of his downed maple trees, as well as a new centerboard knob from part of an old oak tree.


Lowell's Boat Shop replaced many of the rotted frames and floors, installed new butt blocks and repaired holes in the fiberglass hull sheathing. They also put a new fiberglass covering over the transom and fashioned a new transom rail, mast step, and wooden cleats. To save the deck, a fiberglass covering was applied and painted a light green to reflect more of the sun's damaging rays. Unfortunately the poor condition of the wood planks prevented a complete restoration back to an all-wood boat.

Today old Duxbury Duck #204 is back once again at its Quannapowit mooring, the only Duck there. I suspect, however, that there are others still sitting in garages or in backyards rotting away under tarps. Hopefully, they too may someday sail again to help keep the Duxbury Duck design alive.

Report & Photos from David Hinds.

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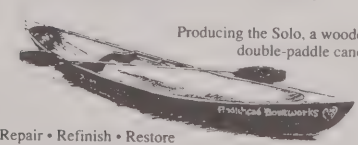
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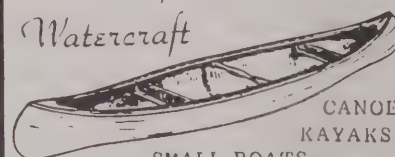
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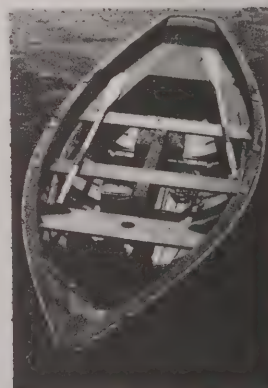
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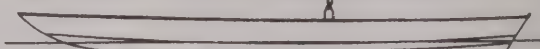
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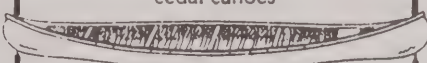
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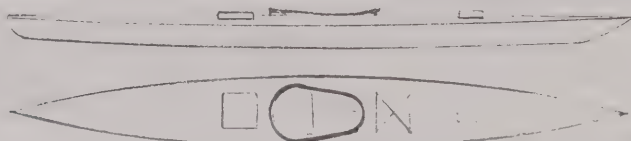


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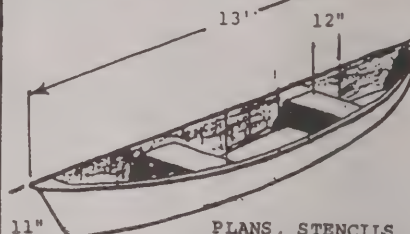


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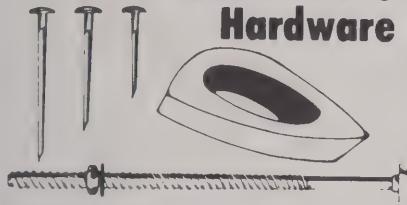
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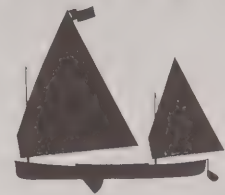
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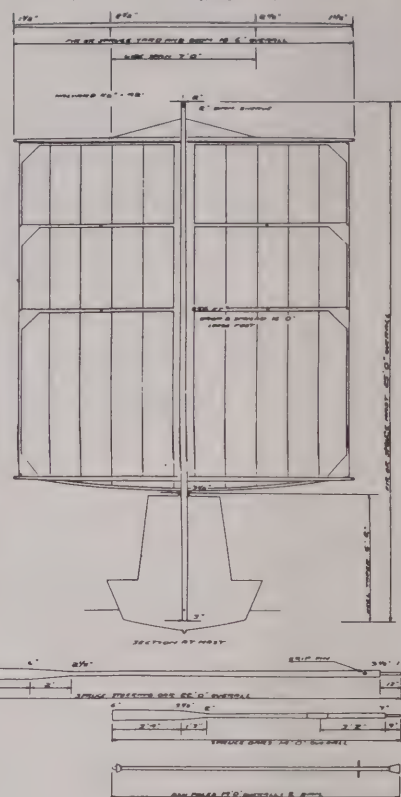
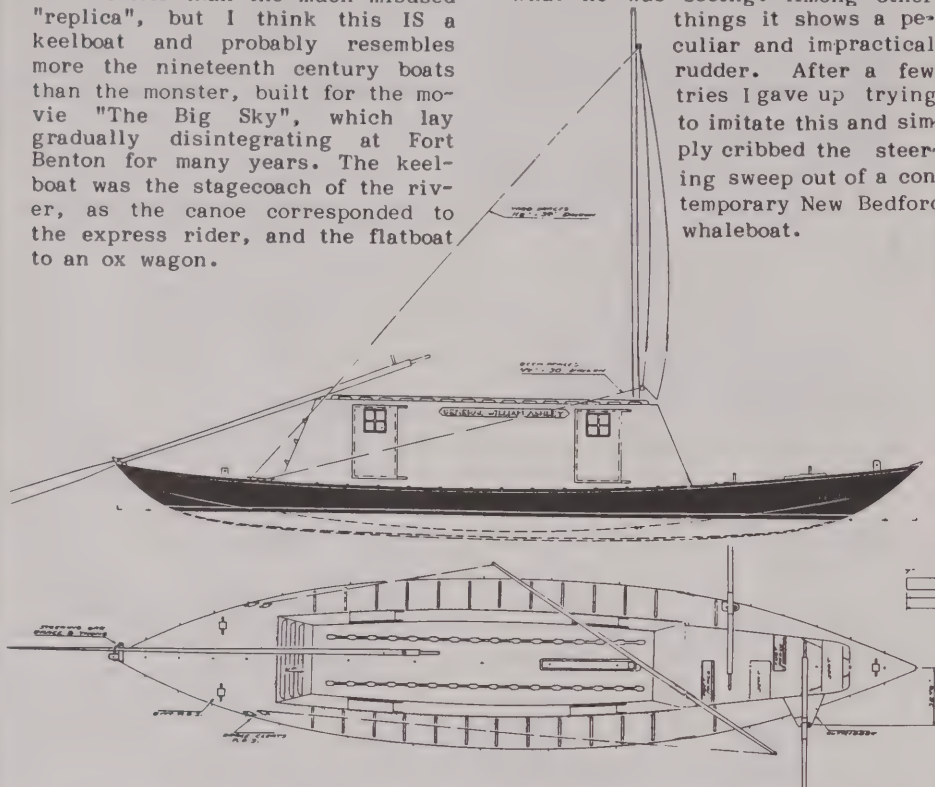
Bolger on Design

Missouri River Keelboat

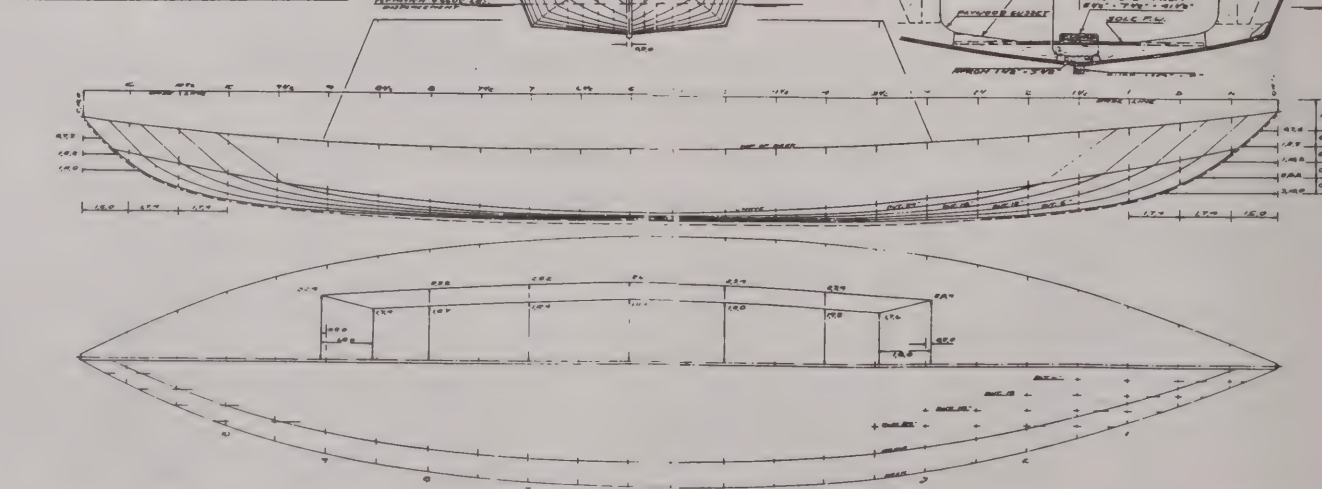
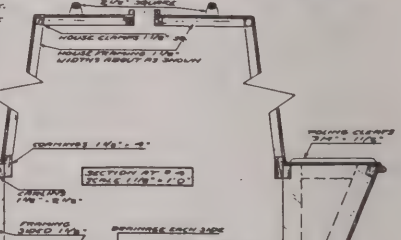
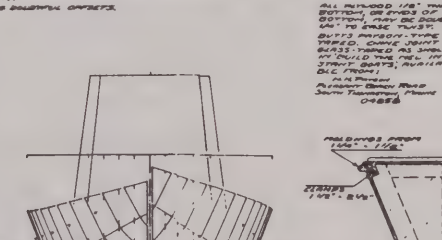
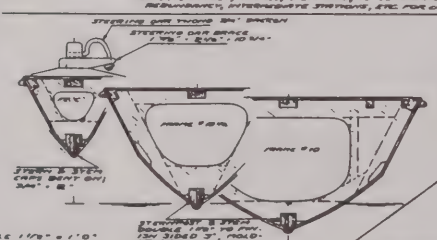
(#529) 38'9"x8'0"

Murphy Fox of Helena, Montana, commissioned this "representation" of an Upper Missouri River keelboat. I like his word much better than the much misused "replica", but I think this IS a keelboat and probably resembles more the nineteenth century boats than the monster, built for the movie "The Big Sky", which lay gradually disintegrating at Fort Benton for many years. The keelboat was the stagecoach of the river, as the canoe corresponded to the express rider, and the flatboat to an ox wagon.

As far as I know, only one drawing of keelboats in action exists, and it was obviously made by somebody with no understanding of what he was seeing. Among other things it shows a peculiar and impractical rudder. After a few tries I gave up trying to imitate this and simply cribbed the steering sweep out of a contemporary New Bedford whaleboat.



	C	10L	10	7 1/2	7	6 1/2	6	5 1/2	5	4 1/2	4	3 1/2	3	2 1/2	2	1 1/2	1	0	0	
DECK	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	DECK
CHINE	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	12.0	12.1	12.2	12.3	12.4	12.5	12.6	12.7	12.8	CHINE
AB																				AB
18"																				18"
6"																				6"
HEEL																				HEEL
MOORING																				MOORING
CHINE	12.0	12.1	12.2	12.3	12.4	12.5	12.6	12.7	12.8	12.9	13.0	13.1	13.2	13.3	13.4	13.5	13.6	13.7	13.8	CHINE
CAVE	13.9	14.0	14.1	14.2	14.3	14.4	14.5	14.6	14.7	14.8	14.9	15.0	15.1	15.2	15.3	15.4	15.5	15.6	15.7	CAVE



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TOM FREDENBERG, Concord, NH, (603) 224-4598. (11)

NEEDED. A free boat in sailable cond. Any size, anywhere on east or Gulf coasts.

BOB SLATER, P.O. Box 686, Coldspring, TX 77331, (409) 653-2015. (11)

18' OLD TOWN CANOE, 1924, cedar/canvas Charles River model w/sponsons & compl sail rig. New canvas in 1985. \$1,600.

BOB ZELLEY, Yardley, PA, (215) 297-8579. (11)

NEW SEALUTION SEA KAYAK w/hatches & bulkhds, incl spray skirt, \$1,600.

BOB ZELLEY, Yardley, PA, (215) 297-8579. (11)



24' EASTWARD HO SLOOP, mahogany/oak hull. Incl main, genoa, jib, Atomic 4 aux (FW cooled), sink, stove, head, refrigerator, VHF, Loran, depthsounder, knotmeter, dual batteries, 2-man Achilles inflatable, misc gear & trlr. This boat has been thoroughly restored. Asking \$12,000.

CHARLES CHASSE, Amesbury, MA, (508) 388-3135, (508) 388-3564. (11)

25' SPARKMAN & STEVENS SLOOP, cedar on oak, bronze fastened. Gray Marine rblt 1986, low hours. New main, lots of recent upgrading. Vy gd cond, \$16,000. PAT FARRELL, Salem, MA, (508) 745-8373. (11)

FOLDING STEEL BOAT CRADLE, 144" long, 68" wide, 6 screw pad assy's, 2"x8"x144" keelboard, 700 lbs empty weight, 11" high when folded, capacity 15,000 lbs. 1 yr old, never used. List \$1200, sell \$700.

DAVID JACOB, Sea Cliff, NY, (516) 671-5468. (11)

USED BOATS. 16' wood canoe, no canvas, \$100. 19' FG sailboat w/main & jib, nds cosmetics, \$895 or offers. Used trlr \$200. 12' solo canoe, \$250. FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (11)

BULLSEYE SAILBOAT #581, 1981. M&J, teak trim, new gelcoat, mint cond, cradle, \$3975.

DICK VILLA, Manchester, MA, (508) 526-7127 eves. (11)

BOLGER ZEPHYR, 20'9"x3'8", blt 1991 (tack & tape), epoxy coated, FG outside & inside bottom, rolling seat for rowing, 2 sails (one unused), cartoppable, \$300. Too active for this septuagenarian. DAVE CARNELL, 322 Pages Creek Dr., Wilmington, NC 28405, (919) 686-4184. (11)

16' CEDAR STRIP/EPOXY CANOE, custom blt, mahogany decks inlaid w/holly, white oak rails & thwarts inlaid w/mahogany, cane seats. Beautiful & comfortable, \$1,200.

PAT FARRELL, Salem, MA, (508) 745-8373. (11)

VACUUM MOLD, constant camber for 16' Chris White design proa, w/platen & patterns, \$800.

PAT FARRELL, Salem, MA, (508) 745-8373. (11)

WANTED. Spars & sails for Herman catboat, dismasted in Hurricane Bob. MARC HOVDE, Portsmouth, NH, (603) 436-3548. (11)

16' WHISP, Redmond designed, w/varnished leathered spruce oars & caned seats. Professionally blt & Awlgripped inside & out, \$1,400.

STEVE PAGE, 372 Gov. Chittenden Rd., Williston, VT 05495, (802) 878-6529, (802) 425-2004. (11)

16' WHISP, Redmond designed w/varnished leathered spruce oars, skeg, keel & slatted seats of locust. Professionally blt & finished, topcoat color to be selected, \$1,200.

STEVE PAGE, 372 Gov. Chittenden Rd., Williston, VT 05495, (802) 878-6529, (802) 425-2004. (11)

19' GRAHAM OLYMPIAN RACING SHELL, FG w/drop-in unit & Baltic sculls, \$600 or B.O.

STEVE PAGE, 372 Gov. Chittenden Rd., Williston, VT 05495, (802) 878-6529, (802) 425-2004. (11)

STILL LOOKING for 'most any kind of old racing OB boat. Also old "green tank" Mercury OB's of late '40's, early '50's, KG-7, Mark series.

AL SNELL, P.O. Box 841, Jasper, TX 75951. (11)

WANTED. 19' O'Day Mariner FG sailboat & trlr. Also want 24' FG express diesel inboard cruiser. I live in Florida but make frequent trips north.

B.F. Greene, 306 S. Tessier Dr., St. Petersburg, FL 33706, (813) 360-0151. (11)

SPACE WANTED. Condo-bound amateur builder looking to rent space within 20 mile radius of Boston, MA, in which to compl 15'x5' skiff. Must be heatable.

MIKE PAVLOV, Brookline, MA, (617) 731-0437. (11)

18' ALDEN "O" BOAT CLONE, round bottom carvel planked CB daysailer hull with good spars & rigging, old sails, interior seats, flrbrds, etc, CB, most hardware. Rebuildable for not a lot of money but with a LOT of time. \$500. No trlr, delivery can be arranged within 100 miles of greater Boston area. BOB HICKS, Wenham, MA, (508) 774-0906, 6-9 p.m. best.

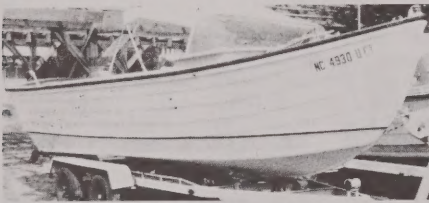
18' WHITE O/B RUNABOUT, lapstrake wood, ca. 1956. Complete original boat from a Maine lake w/ original Gale Buccaneer 25hp OB (parts available from OMC), original Holsclaw trlr, original canvas in gd cond, cushions, all controls, lights, siren (was deputy sheriff's boat). Under cover for four years, nds moderate sanding/painting/varnishing of finish, OB should be serviced. Similar to Lyman in appearance, built in Old Town, ME for use on big open rough Maine lakes. Never in salt water. \$2,500, serious inquiries only please, this is not a bargain boat but a nice vintage runabout. BOB HICKS, Wenham, MA, (508) 774-0906.

12' OLD TOWN SAILING DINGHY, wooden. Not used for several yrs but in reasonably gd cond. Nds some repair. New sails, 18' mast, no trlr. Asking \$2,000. AL DANN, Wayland, MA, (508) 358-5045. (12P)

1986 DOVEKIE, 22' ultra shoal draft leeboard cruiser. Trlr, new motor, compl cruising package, many extras, \$8,500. JIM SEARLS, Madison, WI, (608) 231-2054. (11)

SIMMONS SEA SKIFFS. Classics of the North Carolina coast. Outstandingly seaworthy and fast with low power; light, simple plywood lapstrake construction. Detailed plans and directions, no lofting.

SEA SKIFF 18: Featured in SBJ #51. 17'1"x5'7"x5" draft, 20-40hp. Plans \$30.



SEA SKIFF 20: The big offshore fisherman. 19'4"x7'6"x10" draft; 50-70hp. Plans \$45. Information on both \$1. NEW HANOVER COUNTY MUSEUM FOUNDATION, 814 Market St., Wilmington, NC 28401, (919) 341-4350. (TFP)

SAN FRANCISCO PELICAN. Plans and complete building instructions for easy and economical plywood construction. "Pelican 12" sailing dory-pram, sturdy centerboarder, flat bottom, standing lug rig, \$25. "Great Pelican 16", basic design with cabin, \$35. "Super Pelican 18" stretched hull drawings (to be used with 16' plans), \$20. Three-in-one "Pelican" package, \$55. M. SHORT, 203 Hawthorne Ave. Larkspur, CA 94939, (415) 924-0685. (13P)

23' TRUE ROCKET C/B SLOOP, blt 1963, cedar planked. 16hp Palmer inboard (vy gd cond). On trlr. Started to recanvas deck & cabin top but injury prevents compl. \$500 O.B.O. FRANK CAVANAUGH, Fitchburg, MA, (508) 342-0317. (12)

14' PHANTOM SAILBOAT, FG, lateen rig, similar to Sunfish but faster. Can be cartopped. In gd cond. Will trade for solid utility trlr w/full-size wheels, or sell for \$600.

KEVIN HARDING, Chelmsford, MA, (508) 256-8681. (12)

ESCAPE NEW ENGLAND WINTER! Sail beautiful warm Florida Bay in our 25' and 34' leeboard sharpies. Nicely equipped bareboat charters. Fabulous waters, secluded cruising. Cottage also available. KEY LARGO SHOAL WATER CRUISES, P.O. Box 1180, Key Largo, FL 33037, (305) 451-0083. (TFP)

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RALPH JOHNSON, Pert Lowell Co. Inc, Lanes End, Newbury, MA 01951, (508) 462-7409. (TF)

LAST CHANCE! To save 23' S.S. Crocker "Stonehorse" flush deck cutter in nd of restoration. Fully equipped for local cruising, except no sails. Atomic 4 gas engine w/instrumentation (nds work), all bronze fittings & winches, lead ballast keel, compass, older VHF, anchor/rode, beautiful complete original spars w/ss standing rigging, dacron running rigging, etc. On rugged yard trlr not suitable for extended highway travel, but ok on local roads. Nds boatbuilding skills and a LOT OF TIME to restore. Refastening, refinishing, recaulking, transom repair, engine rebuild, etc. A complete classic "kit" for the amateur rebuilders for only \$1,000, as is where is. If it's not gone when the first snow flies, all gear, useful parts, entire rig, and ballast lead will be parted out and hull cut up for the stove. My earlier July 4th deadline brought lookers but no takers, so this is IT!

BOB HICKS, Wenham, MA, (508) 774-0906, 6-9 p.m. best.

SAIL THE VIRGINS. Beautiful, fast, seakindly, reasonable, Gallant 53' ketch "Zulu Warrior". Chartering in the Virgins 17 years.

MARTA WILMERDING MACFARLAND, 12 Statesman Terr., Marshfield, MA 02050, (617) 837-6505. (TFP)

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ISLAND FALLS CANOE, RFD #3 Box 76, Dover-Foxcroft, ME 04426. (10)

"SKIPPER" MAGAZINE, 55 issues, 1960-67. "One-Design & Offshore Yachtsman" magazine, 25 issues, 1966-71. "Yacht Racing" magazine, 15 issues, 1972-73. All for \$50 + postage, or trade for something interesting.

ANDY KLICKSTEIN, 33 Baker Ave., Beverly, MA 01915, (508) 921-9309. (12)

12' STAINLESS STEEL ROWBOAT, mid-'50's vintage, \$500. Stephen Doherty, RR1 Box 2175, Mores-town, VT 05660, (802) 496-7625. (12)

"THE WAR TIME ADVENTURES OF AN ENGLISH SEA PUPPY" by Mike Badham. A 50 page illustrated booklet recounting the WWII experiences of a Royal Navy midshipman in North Atlantic & Mediterranean waters. Available from the author for \$8.95 incl p&h.

MIKE BADHAM, Bay Shore Rd., Bath, ME 04530. (TF)

17' TOWNIE SLOOP, wooden, ca. 1956, complete boat w/ rig, sails, all fittings. Nds new bottom (flat planked), CB trunk rebuild, compl. refinishing. Tight deck, FG over ply, No trlr, delivery can be arranged within 100 miles of Boston area. \$750.

BOB HICKS, Wenham, MA, (508) 774-0906, 6-9 p.m. best.

ADIRONDACK GUIDEBOATS. The largest selection of guide boats and historically correct accessories available from one source. Ten models, paddles, oars, yokes, seats and hardware. Free information and video available.

INDIAN POINT GUIDEBOAT CO., 732 Midland Ave., Midland, PA 15059, (412) 643-5457. (TF)

14' PISCATAQUA WHERRY w/Shaw & Tenney oars and equipment for forward rowing. Not for sailing.

W.C. REID, Rt. 4, Box 295, Hopkinton, NH 03229, (603) 225-3564. (11)

25-1/2' NOVA SCOTIA DORY, 7.5hp Volvo Penta diesel, split shaft, 4 hrs on rebuild. Gaff rig dacron sail. Hull nds work. \$2,200.

ARTIE SWANSON, 90 Cider Hill Rd., Rt. 91, York, ME 03909, (207) 363-6388 days, (207) 363-5152 eves. (11P)

WANTED. Construction plans for the British Tyne folding Greenland kayak, or the rigid version. Please airmail details. Postage & costs refunded as req.

DENNIS DAVIS, 9 Great Burrow Rise, Northam, Bideford, Devon EX39 1TB, England.

CANOE LINES PLANS. Lines, offsets, mold patterns, for 12', 14-1/2', 16' and 18-1/2' canoes drawn for traditional beauty and versatility. Sized for either strip-built or wood/canvas construction. FRANKLIN CEDAR CANOES. Box 175, Franklin, ME 04634, (207) 565-2282. (TFP)

9' DYER DHOW FG SAILING DINGHY, older model in gd cond & ready to sail, asking \$400. 11' DUCK LAYOUT BOAT, FG over plywood and pine, exc cond, \$300. Free 3hp British Seagull (nds minor work) w/purchase of either boat. Will consider trades for sea kayak or pulling boat of comparable worth.

BOB GROESCHNER, Norwalk, CT, (203) 847-8726 (lv message). (12)

WANTED. Menger catboat, cruising package desired.

RALPH ELLIS, 384 Rt. 87, Columbia, CT 06237, (203) 228-3178. (11)

SEAGULL CENTURY OB, 4-5hp long shaft, vy gd cond, recent rbl. Grt for sailboat or trolling motor. \$150. DARRELL STREET, Somerville, MA, (617) 628-6779. (11)

WANTED. Obsolete charts of the Carolinas coast, #1227, #1228, #1229.

DON WELTON, P.O. Box 295, Elizabeth City, NC 27907, (919) 331-1559. (11)

SUNFISH. Compl w/trlr, spare tire, cover, rack for spars while trailering, paddle, wind indicator, ratchet block & cleats, tiller ext, dry storage for valuables in hull, stern dolly for launching. \$800.

TOM GRIMES, Muncie, IN, (317) 759-5080. (11)

SEA SKIFF TEE SHIRTS & HATS ARE HERE. Sizes S,M,L,XL. \$12 per shirt, \$6 per hat, ppd.

SEA SKIFFS INC., 7980 Market St., Wilmington, NC 28405, (919) 686-4356. (TFP)

SLEEPER, 7'10" car-toppable sailing cruiser. Sleeps two below deck. Plans \$35, info \$3.

EPOCH PRESS, P.O. Box 3047, San Rafael, CA 94912. (12P)

ALDEN SCHOONER PRINTS. Limited number of prints of John Alden's finest schooner, "Mandoo". 21"x15-3/4" plus margins. Original oil by well known British naval artist Leslie A. Wilcox. \$25 each.

INGA WILMERDING, Suite 237, Red Hook Plaza, St. Thomas, VI 00802.

37' CHRIS CRAFT TRIPLE CABIN CRUISER, 1940, twin screw, repowered 1973. Prewar mahogany elegance throughout. Full galley w/original leaded glass, 3-burner stove w/oven, pressure water, propane heat. In water and in use year-round. Featured in "New England Harbors" in foreground of Pickering Wharf (Salem) photo. Topsides freshly painted. \$5,000 or B.O. Trades considered.

ANDY KLICKSTEIN, 33 Baker Ave., Beverly, MA 01915, (508) 921-9309. (12)

13' AVON SUPERSPORT S400 INFLATABLE, w/bucket seats, alum flrlds, remote steering. Full 10 yr transferable warranty. Used 5 times! Rated for 40hp. List \$3,400, sell \$2,600.

SCOTT IVES, McLean, VA, (703) 536-5024. (12)

28' ELDRIDGE-MC GINNIS. Hull is solid, windows broken and much TLC needed. Used as liveaboard past 2 yrs. No longer needed. Palmer 6-cyl runs well. \$5,000.

STEVE SMITH, S. Dartmouth, MA, (508) 996-9971 or (508) 255-8226 eves to 8:30. (12)

21' GLEN L C/B FRAME KIT w/compl plans & instructions to build 21' C/B sloop, \$350.

CHARLIE BALLOU, Wilmington, MA, (508) 657-8207 eves. (12)

29' ISLANDER SLOOP, 1966. Roomy, comfortable boat slps 5. Newer Atomic 4 w/recent valve job. Tach, depth sounder, knotmeter, VHF, roller furling genoa, compass, anchors, fenders, etc. Much recent work, nds finishing but I have no time. Nice boat, \$8,500 or trade for trailerable boat, make an offer. Loated in Beverly, MA.

PHIL JACKSON, Beverly, MA, (508) 922-5131. (12)

16'5" REPLICA ROWING SKIFF, dbl end lapstrake, FG w/exc woodwork, 4 spoon oars incl. \$900.

DERWOOD CROCKER, Aurora, NY 13026, (315) 364-7458 or (315) 364-8406. (12)

SELLING MY FLEET. 17' O'Day Daysailer, w/motor & trlr, \$1,600. Iceboat w/interchangeable skates/wheels for ice or land, \$500. CL16 sailboat, FG copy of Wayfarer w/trlr, \$1,600. 16' Gypsy w/trlr & oars, nds work, \$100.

BILL HOWARD, Southwick, MA, (413) 569-6594. (12)

"MAVERICKS IN PARADISE" by Fritz Seyfarth. Sixteen stories about Caribbean rascals, renegades, adventurers and thieves. Soft cover, \$6 postpaid. Free list of other Caribbean cruising books. SPANISH MAIN PRESS, Red Hook Plaza #237, St. Thomas, VI 00802.

EVINRUDE "MATE" O/B, 1/2hp, grt for dinghy or canoe, runs perf, sips gas, \$175.

TOM HALSTEAD, Manchester, MA, (508) 526-4548. (12)

16' THOMPSON "HIAWATHA" W/C CANOE, nds some repairs to hull & new canvas, \$400. Call for particulars.

STUART CATTELL, 403 Glen Haven Rd., Homer, NY 13077, (607) 749-3810. (12)

23' COM-PAC MARK II SLOOP, 1985 (commissioned in 1986). Superbly crafted FG shoal draft pocket cruiser in Bristol cond. Slps 4, galley, sails w/cover, 8hp Evinrude Sailmaster w/alternator, compass, CQR anchor/rode, cockpit & winter covers, galv tandem axle trlr, extras. Asking \$11,000, reasonable offers considered.

BOB GROESCHNER, Norwalk, CT, (203) 847-8726 (lv message). (12)

INVENTORY CLEARANCE SALE. 22' Bach FG racing sailboat, 1968, w/trlr, \$900 or B.O. 19' Strawberry Banke sailing dory, 1973, w/trlr, \$2,200 or B.O. 17' FG Townie, 1968, w/trlr & motor, \$2,400. 17' wooden Townie, 1986, w/motor & cockpit cover, asking \$5,500. 30' catboat, 1942, blt by Phinney in Falmouth, bottom refastened, decks and cabin FG, \$8,000. 16' Banks dory, new 1990, rowing model, some finish work needed, \$2,000. 11' Boston Whaler, 1983, hull only, used one season, \$1,000.

RALPH JOHNSON., Pert Lowell Co., Inc., Newbury, MA, (508) 462-7409. (12)

KEY LARGO COTTAGE, studio type, sunny, warm, enjoy waterfront, tropical foliage, hot tub. Rent includes 16' daysailer and windsurfer. \$395 per week.

KEY LARGO SHOAL WATER CRUISES, P.O. Box 1180, Key Largo, FL 33037, (305) 451-0083. (TFP)

17' CHRIS CRAFT MAHOGANY RUNABOUT, 1947. Runabout, not a BARRELBACK, nor utility model. Complete with original "K" engine, drive train, controls, most of the chrome fittings in excellent shape, some instruments. Topsides have been refastened. Bottom was professionally fiberglassed, but needs some replanking in forefoot. No interior, seats, etc. New deck needed, mahogany planking planned to correct thickness is included. This is a project, but most everything included. \$2,000 firm, as is where is and I will not part it out. No trailer, delivery can be arranged.

BOB HICKS, Wenham, MA, (508) 774-0906 6-9 pm best. (TF)

WANTED. 10'-12' fiberglass peapod or wide canoe.

W.C. REID, Rt. 4, Box 295, Hopkinton, NH 03229, (603) 225-3564. (11)

17' FOLBOT "CAYAT". Unique "Folbot" sailing kayak design of the '60's, built in 1970's. Marine plywood hard chine hull, epoxy glued, decked, full double cockpit, with little-used standing lug dacron sail rig by Yardarm Sailmakers, that stores right in boat. Ready to go, includes double paddles, and transport dolly wheels. Weighs about 120 pounds, can be cartopped by two. \$750.

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"IN PURSUIT OF ADVENTURE & FREEDOM...A Sea Gypsy Handbook for Living in Paradise", by Fritz Seyfarth. The sailboat as an island retreat. The secret is simplicity afloat, using the boat like the olden times gypsies who roamed the countryside in their wagons, self-contained life support modules, making a living by their hands and their wits. Quality softcover, \$8.25 postpaid.

SPANISH MAIN PRESS, Red Hook Plaza Suite 237, St. Thomas, VI 00802. (TF)

13' BARNEGAT BAY SNEAKBOX, a classic original in nd of compl restoration, incl refastening, transom and CB trunk work, new rudder, refinishing. Original huge gaff rig with brand new dacron sail, all original bronze fittings. A great winter project that'll fit into a small shop, manageable scale, amateur level boatbuilding skills needed. Not much money but a LOT of time. \$500. No trlr, delivery can be arranged within 100 miles of greater Boston area.

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PROPELLOR: 3-blade, 14x9, r.h., 1" shaft (w/adaptor for 3/4"). Used 1 season, nr perf cond, \$75.

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MASON SMITH, AGB, Box 44, North Point Rd., Long Lake, NY 12847, (518) 624-6398. (TFP)

15-1/2' BARNEGAT BAY SNEAKBOX, restored 1991, new sail and original Perrine sail #6, trlr & OB. Delivery help New England. \$2,500 firm. Photos on request, trades possible.

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21' L.F. HERRESHOFF CUSTOM YAWL, design #102, blt 1985. Cedar on oak, teak deck, 2 bunk cabin, 9hp Yanmar diesel inboard, \$12,000.

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BOSTON WHALER w/18hp Mercury OB & trlr, \$1,800.

DAVID JEWETT, W. Newbury, MA, (508) 356-2100 days, (508) 465-5146 eves. (12)

12' ROWING DORY, fiberglass, \$900.

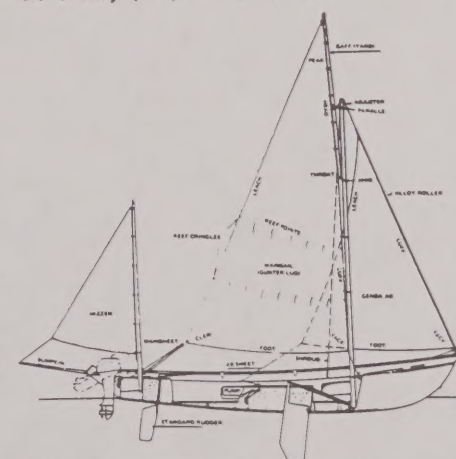
DAVID JEWETT, W. Newbury, MA, (508) 356-2100 days, (508) 465-5146 eves. (12)

BUILDING MOLDS. Constant Camber Mold for John Marples designed 23' Cyclone trimaran, exc cond, \$800 or B.O. 24' McIntosh cutter & 27' Joel White Friendship sloop, make us an offer. WOODEN BOAT SHOOL, P.O. Box 78, Brooklin, ME 04616, (207) 359-4651. (12)

MARINE DIESEL, Westerbeke Pilot 10hp single cylinder used. Made by Bukh. Compl w/ marine gear, panel, all manuals, etc. Asking \$1,995. Free delivery within New England.

JAY FOLEY, 200 Summer St., Worcester, MA 01604, (508) 753-2979, (508) 791-3933. (12)

BOOK WANTED. "The Voyage of Kristina" by Wayne Carpenter, printed 1983 & 1986 by Azimuth Press. Now out of print. CHUCK SIKORSKI, 95 Willis Dr., Ewing, NJ 08628, (609) 530-1035. (12)



21' DRASCOMBE LONGBOAT, 1981. Orig owner, boat & acc in exc cond throughout. New sails 1988. Well equipped w/2 anchors, seat cushions, etc. 1984 Merc 9.9hp O.B. Never on mooring, always dry sailed. E-Z Load trlr, hwy equipped w/rollers for 1 person launch & recovery. \$6,400.

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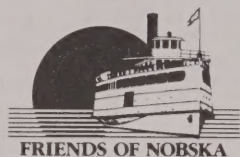


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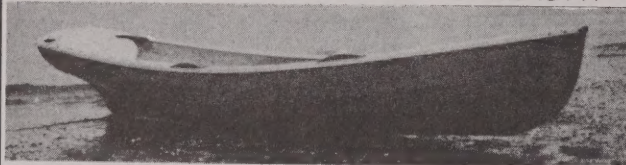
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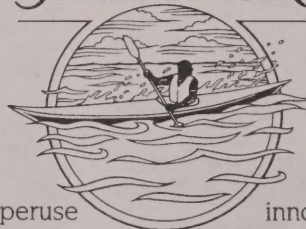
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